

**PHASE I HISTORY/ARCHITECTURE SURVEY REPORT
FOR THE
OPPORTUNITY CORRIDOR PROJECT**

CITY OF CLEVELAND, CUYAHOGA COUNTY, OHIO

(PID 77333)



PREPARED BY:

MICHAEL BAKER JR., INC.
1228 EUCLID AVENUE
SUITE 1050
CLEVELAND, OHIO 44115
(216) 664-6493

FOR:

HNTB OHIO, INC.
1100 Superior Avenue, Suite 1330
Cleveland, Ohio 44113
Phone: 216.522.1140

July 2011



Baker

**PHASE I
HISTORY/ARCHITECTURE SURVEY
REPORT**

**OPPORTUNITY CORRIDOR PROJECT
CITY OF CLEVELAND, CUYAHOGA COUNTY, OHIO**

PID 77333

Prepared by:

Christopher Owen, Principal Investigator/Architectural Historian
Jesse Belfast, Historian
Denise Grantz-Bastianini, Archaeologist/Architectural Historian
Timothy Zinn, Architectural Historian

Michael Baker Jr., Inc.
The Halle Building
1228 Euclid Avenue, Suite 1050
Cleveland, Ohio 44115
(216) 664-6493
Fax (216) 664-6532

July 2011



ABSTRACT

Michael Baker Jr., Inc. (Baker) conducted a Phase I History/Architecture Survey and Literature Search for the proposed Opportunity Corridor project (PID 77333), Cleveland, Cuyahoga County, Ohio. The Phase I History/Architecture Survey and Literature Search efforts were undertaken between September 2009 and November 2009. Cultural resources identified during this investigation were evaluated in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended; the regulations of the Advisory Council on Historic Preservation (36 CFR 800), as amended; the Ohio Department of Transportation (ODOT) Office of Environmental Services (OES) Cultural Resources Manual (June 2004); and the Programmatic Agreement (No. 12642) Among The Federal Highway Administration (FHWA), The Advisory Council on Historic Preservation (ACHP), The Ohio Historical Society, State Historic Preservation Office (OHPO) and The State of Ohio, Department of Transportation (ODOT) Regarding Implementation Of The Federal-Aid Program In Ohio (2006).

The project is located in the City of Cleveland, Cuyahoga County, Ohio along the existing railroad transportation corridor containing the rail lines owned and operated by the Norfolk Southern Corporation (NS), the CSX Corporation (CSX), and the Greater Cleveland Regional Transit Authority (GCRTA). The purpose of the Opportunity Corridor project is to improve transportation infrastructure to support the City of Cleveland's goal to revive and redevelop large tracks of vacant residential and industrial land within the city's southeastern neighborhoods.

The City of Cleveland, ODOT, and the FHWA, in coordination with the Greater Cleveland Partnership (GCP), are undertaking the Opportunity Corridor project using federal funds. Currently, federal funds have been allocated through Transportation Review Advisory Council (TRAC) for the planning phase of the project. Previous project efforts utilized non-federal ODOT funds for initial planning tasks. There are no funds in place at this time for the completion of contract plans, real estate acquisition, utility relocation, or construction.

The Opportunity Corridor project is investigating alternatives to improve the transportation infrastructure within the City of Cleveland. The transportation infrastructure improvements are anticipated to begin near I-490 at E. 55th St. at the southwest and terminate along E. 105th St. near US-322 (Chester Ave.) at the northeast. The proposed facility would be a multilane urban arterial boulevard constructed at existing street grade and include signalization at major intersections. Associated improvements may include pedestrian facilities, bus shelters, landscaping, and medians. Due to high traffic volumes, alternatives are being developed at E. 55th St. for an at-grade and grade separated intersection. In addition, grade separation structures are proposed for locations where the new roadway crosses the existing rail lines owned and operated by NS and GCRTA. Existing roadways that intersect the new boulevard would be widened, if necessary, to accommodate the proposed traffic volumes.

The Area of Potential Effect (APE), pursuant to 36 CFR Part 800, includes an area of sufficient geographic size to incorporate all alternatives under consideration at this stage in the project development process.

Generally, the APE is bound by the existing railroad transportation corridor containing GCRTA's Red Line, GCRTA's Blue Line/Green Line, and freight tracks owned and operated by NS and CSX. Portions of the boundaries for the Community Development Corporations (CDC) of Burten Bell Carr, Slavic Village, Fairfax, Buckeye Area, and University Circle Incorporated fall within the APE. The APE is located entirely within the City of Cleveland, Ohio.

The APE consists of residential, commercial, industrial, and recreational areas. The zoning in the study area is extensively mixed, and land use varies from parcel to parcel. For example, residential properties are located immediately adjacent to industrial properties. This area was developed prior to the establishment of zoning codes. However, future development will follow the City Wide Plan currently being developed by the City of Cleveland Planning Commission. Several sites that were once industrial properties are now vacant, and are in need of remediation before they can be redeveloped.

The intent of the subject survey, *Phase I History/Architecture Survey Report for the Opportunity Corridor Project, City of Cleveland, Cuyahoga County, Ohio (PID 77333)*, was to identify properties within the APE eligible for, or listed on, the National Register of Historic Places (NRHP) in accordance with 36 CFR Part 800. As a result, 532 history/architecture properties, fifty years of age or older, were identified through the survey. Of the identified history/architecture resources, a potential historic district was not furthered for consideration due to lack of sufficient integrity and significance. In summary, the survey identified 7 properties that require additional investigations to determine their NRHP eligibility; 14 properties previously evaluated for NRHP eligibility (*Euclid Corridor Project/2009 Ohio DOT Historic Bridge Inventory*); 10 properties listed on the NRHP, individually or as part of an established NRHP district; and 501 history/architecture properties determined not-eligible for inclusion on the NRHP due to lack of sufficient integrity and significance. The following table provides an overview of the results of the survey.

Abstract Summary Table – Phase I History / Architecture Survey

Phase I History/Architecture Summary Table	
History/Architecture Resource and Address	NRHP Status/Recommendation
76001402, St. Elizabeth's Magyar Roman Catholic Church / 9016 Buckeye Rd.	Listed NRHP
CUY-00954-10, St. Elizabeth's Hall / 9016 Buckeye Rd. CUY-009300-10, St. Elizabeth's Rectory / 9016 Buckeye Rd.	These resources are recommended eligible for inclusion on the NRHP, as contributing components to the St. Elizabeth's Magyar Roman Catholic Church NRHP individual nomination. Historic boundaries would conform to the Cleveland Landmark historic boundaries for the NRHP listed church which include both CUY-0954-10 and CUY-009300-10 as written in the Cleveland Landmarks ordinance. The Cleveland Landmarks Commission, a Certified Local Government (CLG), documents the architect of St. Elizabeth's Hall as Emile Uhlrich, the same architect of St. Elizabeth's Magyar Roman Catholic Church (NRHP). Emile Uhlrich

Phase I History/Architecture Summary Table	
	also designed, the now demolished Weizer Building (NRHP). The CLG's documentation is sufficient to support the two resources are contributing components of the St. Elizabeth's Magyar Roman Catholic Church (NRHP). Additional surveys (by others) may need to be conducted to determine whether they are individually eligible. However, for the purpose of this survey, no further investigations are warranted.
CUY-00940-10, Woodland Recreational Center / 9206 Woodland Ave.	Listed NRHP
82001372, Wade Park Historic District / Boundaries - East Blvd., Euclid Ave., Chester Ave., and E. 105 th St.	Listed NRHP - Contributing properties within the APE: CUY-00283-05 (Epworth Euclid Methodist Church) / 1919 E. 107 th St. CUY-00292-05 (Wade Park Manor) / 1890 E. 107 th St. CUY-0366-05 (4 th Church of Christian Scientists) / 10515 Chester Ave. CUY-0369-05 (Park Lane Villa) / 10510 Park Lane
CUY-06125-05, Beal Auto Service / 10541 Euclid Ave.	Not Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i>
CUY-06126-05, Hospice of Western Reserve / 10645 Euclid Ave.	Not Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i>
CUY-06127-05, National City Bank / 10700 Euclid Ave.	Not Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i> - Demolished
CUY-06128-05, Children's Museum / 10730 Euclid Ave.	Not Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i>
CUY-06129-05, Hanna Monument / north side of Euclid Ave., east of Stearns Rd.	Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i>
CUY-6130-05, Kossuth Monument / south side of Euclid Ave., east of Stearns Rd. location	Eligible for listing on the NRHP as a result of <i>Euclid Corridor Project</i>
CUY-00956-10 (88000055), Weizer Building / 8937 Buckeye Ave.	Listed NRHP – Demolished
75001364, Peerless Motor Company Plant No. 1 / 9400 Quincy Ave.	Listed NRHP - Demolished
CUY-09280-06 (SFN 1807382) / Buckeye over GCRTA Red Line and NS	Not Eligible as indicated on the 2009 <i>Ohio DOT Historic Bridge Inventory</i>
CUY-09284-06 (SFN 1867180) / E75th over GCRTA Red Line and NS	Not Eligible as indicated on the 2009 <i>Ohio DOT Historic Bridge Inventory</i>
CUY-09283-06 (SFN 1869388) / E79th over GCRTA Red Line and NS	Not Eligible as indicated on the 2009 <i>Ohio DOT Historic Bridge Inventory</i>
CUY-09295-06 (SFN 1867148) / E. 93rd over GCRTA Red Line and NS	Not Eligible as indicated on the 2009 <i>Ohio DOT Historic Bridge Inventory</i>

Phase I History/Architecture Summary Table	
CUY-09209296 (SFN 1869795) / E89th over GCRTA Red Line and NS	Not Eligible as indicated on the <i>2009 Ohio DOT Historic Bridge Inventory</i>
CUY-09298-06 (SFN 1870017) / E. 105 th over GCRTA Red Line and NS	Not Eligible as indicated on the <i>2009 Ohio DOT Historic Bridge Inventory</i>
CUY-09301-10 (SFN 1894609) /Holton Ave. & GCRTA Green/Blue Line CUY-09302-10 (SFN 1894633)/ E. 92 nd St. & GCRTA Green/Blue Line	The two bridges are eligible for inclusion on the NRHP without further investigations due to their association with the Van Sweringen Brothers' efforts to link Shaker Heights with downtown Cleveland; with engineer, Wilbur Watkins; and, as an early example of a historic bridge type and design (<i>2009 Ohio DOT Historic Bridge Inventory; A Context for Common Historic Bridge Types, NCHRP Project 25-25 Task 15</i> (NCHRP 2005); Johannesen 1979; McMillian 2008).
CUY-09257-06 / 10465 Carnegie Ave.	Phase II recommended. This resource is an example of a multi-story Art Deco commercial building constructed of stone with stylized stone ornamentation. It is comprised of commercial retail space with storefronts on the street level and upper story office space. This resource appears to retain much of its historic fabric and integrity and is one of the few remaining building types of this style within the Fairfax and University Neighborhood areas. A Phase II History/Architecture Survey is recommend to be conducted to determine NRHP eligibility for its significance as part of the commercial development of the Fairfax Area and as an good example of Art Deco Style architecture within the Fairfax Neighborhood and potentially within the City of Cleveland; and if appropriate, to determine NRHP boundaries.
CUY-09255-06 / 2130 E. 107 th St.	Phase II recommended. This resource is an example of an Art Deco commercial building constructed of brick and stone with futuristic elements and stylized stone ornaments and cartouche. It retains much of its historic integrity and is associated with telephone companies of Ohio Bell and AT&T. A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the industrial or commercial development of the University Area and as an good example of Art Deco Style industrial architecture within the University Neighborhood and within the City of Cleveland; and if appropriate, to determine NRHP boundaries.
CUY-09264-06 / 2046 Stearns Rd.	Phase II recommended. This resource is a Neo-Classical Revival School building constructed of brick with stylized terra cotta ornamentation. Designed to conform to its setting and with the curve in Stearns Rd., the resource retains much of its historic integrity. A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of public education within the University Neighborhood area and the City of Cleveland's public school system, and as a good example of Classical Revival Style architecture for educational and institution resources within the University Neighborhood and the City of Cleveland. NRHP boundaries should be determined, if appropriate.

Phase I History/Architecture Summary Table	
CUY-00393-05, John Hay High School / 2075 E. 107 th St.	Phase II recommended. This resource is a Neo-Classical Revival School building constructed of stone with stylized stone ornamentation. The substantially sized building appears to be one of the largest remaining school buildings left in the City of Cleveland. With a sympathetic addition and landscape plan, the resource retains much of its historic integrity. A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of public education within the University Neighborhood area and the City of Cleveland's public school system, and as an good example of Classical Revival Style architecture for educational and institution resources within the University Neighborhood and the City of Cleveland. NRHP boundaries should be determined,, if appropriate.
CUY-00713-05, Parkside Dwellings / 2040 Stearns Rd.	Phase II recommended. This resource is an example of a triangular shaped vernacular apartment building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized stone ornamentation, and has a corner tower with hexagonal tile roof. The building, designed to conform to its setting and with the curve in Stearns Rd., fronts the Case Western Reserve University Campus and retains much of its historic integrity. This resource appears to fit into the significant context of the draft "National Register of Historic Places Multiple Property Documentation Form, Apartment Buildings in Ohio Urban Centers, 1870-1970" (Gordon 2011). A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of multi-unit residential buildings within the University Neighborhood area; its association with the Apartment Buildings in Ohio Urban Centers, 1870-1970; its association with the of Case Western University and the Wade Park; and as a good example of Eclectic Style residential architecture within the University Neighborhood and the City of Cleveland.

Phase I History/Architecture Summary Table	
CUY-09000-06 Van Dorn Company Office Building / 2700 E. 79 th St.	Phase II recommended. This resource is a five-story, brick office building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized brick quoins, prominent stone cornice, decorative entry, and modest stone decorative elements. The resource may be associated with the significant period in the life/works of Van Dorn Iron Works Company (established company in 1878 (HAER 1976); the importance of the steel industry to the economic development of Cleveland (Johannesen 1979; McMillian 2008; Campbell, et. al 1988); and migration and settlement of the APE by Hungarians who worked at the industry. The Van Dorn Iron Works Company was largest producer of jail cells in world at one time (HAER 1976). Many of the buildings associated with the Van Dorn complex have been designed by Van Dorn, William Dunbar or Ernest McGeorge (HAER 1976). According to the book, <i>Cleveland, A Concise History, 1796-1996, Second Edition</i> , by Carol Poh Miller and Robert A. Wheeler (1997), a trend among Cleveland employers during the “Progressive Years, 1900-1914” was identified: “Many Cleveland employers—including Joseph & Feiss, Ferry Cap & Screw, and Federal Knitting Mills—testified that it was in their own interest to offer English classes in order to improve labor-management relations and communication among workers” (Poh Miller et. al 1997). A Phase II History/Architecture Survey is recommended to determine NRHP eligibility for the building’s association with these identified aspects of significance and the applicability of Criterion C for construction techniques and the association with an important designer or early building technology.
CUY-09252-06 /10713-23 Cedar Ave.	Phase II recommended. This resource is a six-unit, two-story, row-house, vernacular apartment building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized stone quoins and a prominent cornice. This resource appears to fit into the significant context of the Draft “National Register of Historic Places Multiple Property Documentation Form, Apartment Buildings in Ohio Urban Centers, 1870-1970” (Gordon 2011). A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of multi-unit residential buildings within the University Neighborhood area; its association with the Apartment Buildings in Ohio Urban Centers, 1870-1970; its association with the of Case Western University; and as a good example of Eclectic Style residential architecture within the University Neighborhood and the City of Cleveland.

TABLE OF CONTENTS

ABSTRACT	ii
1.0 INTRODUCTION.....	1
1.0 Project Location and Description	2
1.1 Research Design	3
1.2 Area of Potential Effect	4
1.3 Methods	5
2.0 LITERATURE REVIEW AND GENERAL HISTORIC CONTEXT.....	8
2.1 General Historic Context and Overview of Cleveland History.....	8
2.2 Previous History/Architecture Investigations and Findings for the Literature Review Area.....	13
3.0 NORTH BROADWAY NEIGHBORHOOD	15
3.1 Literature Review	15
3.1.1 North Broadway Neighborhood Historic Context	15
3.1.2 Previous History/Architecture Investigations	16
3.1.3 North Broadway Neighborhood Characterization.....	18
3.2 Field Investigations	18
3.3 North Broadway Neighborhood Recommendations	75
4.0 CENTRAL NEIGHBORHOOD.....	77
4.1 Literature Review	77
4.1.1 Central Neighborhood Historic Context	77
4.1.2 Previous History/Architecture Investigations	79
4.1.3 Neighborhood Characterization	81
4.2 Field Investigations	82
4.3 Central Neighborhood Recommendations	88
5.0 KINSMAN NEIGHBORHOOD.....	90
5.1 Literature Review	90
5.1.1 Kinsman Neighborhood Historic Context	90
5.1.2 Previous History/Architecture Investigations	93
5.1.3 Kinsman Neighborhood Characterization.....	97
5.2 Field Investigations	98
5.3 Kinsman Neighborhood Recommendations	211
6.0 FAIRFAX NEIGHBORHOOD.....	215
6.1 Literature Review	215
6.1.1 Fairfax Neighborhood Historic Context	215
6.1.2 Previous History/Architecture Investigations	217
6.1.3 Fairfax Neighborhood Characterization.....	219
6.2 Field Investigations	220
6.3 Fairfax Neighborhood Recommendations	258
7.0 UNIVERSITY NEIGHBORHOOD	261

7.1 Literature Review	261
7.1.1 University Neighborhood Historic Context.....	261
7.1.2 Previous History/Architecture Investigations.....	264
7.1.3 University Neighborhood Characterization	267
7.2 Field Investigations	268
7.3 University Neighborhood Recommendations.....	338
LIST OF PREPARERS	342
REFERENCES	343
FIGURES	352

Appendices on Attached CD

APPENDIX A: Photographs
APPENDIX B: Previously Recorded Ohio Historic Inventory Forms
APPENDIX C: Ohio Bridge Inventory Information Sheets
APPENDIX D: National Register of Historic Places Nomination Forms
APPENDIX E: Cleveland Landmarks Files
APPENDIX F: OHPO Previous Review and Compliance Coordination
APPENDIX G: HAER Records
APPENDIX H: Ohio Historic Inventory Forms for Phase II Recommended Resources

LIST OF TABLES

Abstract Summary Table – Phase I History / Architecture Survey	iii
Table 1A. Previously Recorded History/Architecture Resources within the North Broadway Neighborhood of the APE.....	17
Table 2A. Identified History/Architecture Resources within the North Broadway Neighborhood Area of Potential Effect.	20
Table 1B. Previously Recorded History/Architecture Resources within the Central Neighborhood of the Project Area.	81
Table 2B. Identified History/Architecture Resources within the Central Neighborhood Area of Potential Effect.	84
Table 1C. Previously Recorded History/Architecture Resources within Kinsman Neighborhood of the APE.	93
Table 2C. Identified History/Architecture Resources within the Kinsman Neighborhood Area of Potential Effect.	100
Table 1D. Previously Recorded History/Architecture Resources within Fairfax Neighborhood of the APE.	218
Table 2D. Identified History/Architecture Resources within the Fairfax Neighborhood Area of Potential Effect.	222
Table 1E. Previously Recorded History/Architecture Resources within University Neighborhood of the APE.	265
Table 2E. Identified History/Architecture Resources within the University Neighborhood Area of Potential Effect.	270

LIST OF FIGURES

Figure 1: Map of the State of Ohio, showing the Project Area in relation to drainage areas and county boundaries (ODNR 2004).....	353
Figure 2: Map of Cuyahoga County, Ohio, showing the Project Area (ODOT 2004).....	354
Figure 3: Location of the Study Area in Cuyahoga County, Ohio, from the USGS 1994 Cleveland East, 1994 Cleveland North, 1984 Cleveland South, and 1979 Shaker Heights, Ohio quadrangle maps.	355
Figure 4: Environmental Study Area.....	356
Figure 5: Area of Potential Effect	357
Figure 6A: Literature Review Area and Previously Identified History/Architectural Resources (Source: OHPO Online Mapping 2009).....	358

Figure 6B:	Identified Cleveland Landmark Historic Districts (Source: City of Cleveland GIS Online Mapping 2009).	359
Figure 6C:	Identified Cleveland Landmarks (Source: City of Cleveland GIS Online Mapping 2009).	360
Figures 7A-C:	Surveyed History/Architectural Resources.....	361
Figures 8A-T:	Photo Key	364
Figure 9:	1814 Map of the Village of Cleveland (Kelley 1814). Note that Cleveland is still very much concentrated toward the river and lake at this point in its developmental history.	384
Figure 10:	Merchant’s 1835 Map of Cleveland.	385
Figure 11:	1877 Bird’s-eye View of Cleveland (Schober & Carqueville 1877). Map on file at the Main Branch, Cleveland Public Library, Maps Collection.....	386
Figure 12:	Portion of 2009 City of Cleveland GIS map showing the distribution of Cleveland’s neighborhoods. The proposed Project Area is approximated in red.....	387
Figure 13:	Portion of 1912 Hopkins Plat map showing a portion of the Kinsman neighborhood. Note the location of several key features including St. Joseph’s Cemetery, the Cleveland Workhouse, various industries, as well as residential.....	388
Figure 14:	Ca. 1916 photograph showing a portion of “Little Hungary” in the vicinity of Buckeye Rd. (from Cleveland State University Library 2005).....	389
Figure 15:	Ca. 1880s view of the northwestern façade of the Cleveland Workhouse facing southeast from Woodland Ave. (from CWRU/WRHS 2005d).	390
Figure 16:	Close-up of a portion of the 1877 Bird’s Eye View of Cleveland, Ohio showing the relatively rural landscape that still characterized Cleveland’s fringes in the 1870s as well as locations of prominent cultural features within and near the proposed Project Area.....	391
Figure 17:	Ca. 1952 view of the intersection of Woodland Ave., E 55th St., and Kinsman Rd. showing the Reserve Building (demolished). This area served as the heart of a predominantly African American business district during the early to mid-twentieth century (Cleveland State University Library 2005).	392
Figure 18:	Resource CUY-09127, Building A, former brass foundry building. Photo courtesy of the Historic American Engineering Record (HAER-OH-11D-8).	393
Figure 19:	Ca. 1930 map drawn by Charles Asa Post from memory showing the Doan’s Corners area in ca. 1857 (from Post 1930).....	394
Figure 20:	Portion of ca. 1956 map drawn by Earl Mead from memory showing the Doan’s Corners area in the ca. 1890s.	395

Figure 21:	Ca. 1908 view of the corner of Euclid Ave. and E. 105th St. showing growing commercial district (Cleveland State University Library 2005).	396
Figure 22:	Ca. 1920s view of the corner of E. 105th St. and Euclid (Cleveland State University Library 2005).	397
Figure 23:	Portion of ca. 1898 map of the City of Cleveland showing the course of the “Nickel Plate Road” and Cleveland and Pittsburgh Railroad (later the Pennsylvania) through the eastern portion of the city (Whitworth Bros. 1898).	398
Figure 24:	Ca. 1930 photograph of the Nickel Plate Road facing east from E. 55th St. (Cleveland State University Library 2005).	399

1.0 INTRODUCTION

This report provides an overview of the results of the Phase I History/Architecture Survey efforts, and management recommendations. It has been prepared for the purpose of identifying cultural resources eligible for, or listed on, the National Register of Historic Places (NRHP) within the project Area of Potential Effect (APE), for assessing the potential occurrence of newly-identified cultural resources, and for recommending the level of coordination needed. The cultural resource investigations included two components: a background literature research of the project area and a Phase I History/Architecture Survey of the APE. These components were undertaken to identify previously recorded and potential cultural resources within the APE and to characterize the existing setting.

The project is located in the City of Cleveland, Cuyahoga, Ohio along the existing railroad transportation corridor that contains the rail lines owned and operated by Norfolk Southern Corporation (NS), Greater Cleveland Regional Transit Authority (GCRTA), and CSX Corporation (CSX) (**Figures 1 - 4**).

The Opportunity Corridor planning study investigates alternatives to improve the transportation infrastructure within the City of Cleveland. The transportation infrastructure improvements are anticipated to begin near I-490 at E. 55th St. at the southwest and terminate along E. 105th St. near US-322 (Chester Ave.) at the northeast. The proposed facility would be a multilane urban arterial boulevard constructed at existing street grade and include signalization at major intersections. Associated improvements may include pedestrian facilities, bus shelters, landscaping, and medians. Due to high traffic volumes, alternatives are being developed at E. 55th St. for an at-grade and grade separated intersection. In addition, grade separation structures are proposed for locations where the new roadway crosses the existing rail lines owned and operated by NS and GCRTA. Existing roadways that intersect the new boulevard would be widened, if necessary, to accommodate the proposed traffic volumes.

The City of Cleveland, the Ohio Department of Transportation (ODOT), and the Federal Highway Administration (FHWA), in coordination with Greater Cleveland Partnership (GCP) are undertaking the Opportunity Corridor Project using federal funds. Currently, federal funds have been allocated through Transportation Review Advisory Council (TRAC) for the planning phase of the project. Previous project efforts utilized non-federal ODOT funds for initial planning tasks. There are no funds in place at this time for the completion of contract plans, real estate acquisition, utility relocation, or construction.

The purpose of the Opportunity Corridor project is to improve transportation infrastructure to support the City of Cleveland's goal to revive and redevelop large tracks of vacant residential and industrial land within the city's southeastern neighborhoods.

1.0 Project Location and Description

The study area boundaries were developed as part of the scope development process and initial stakeholder engagement for the Opportunity Corridor project. The western study area limits include the I-490/E. 55th St. intersection in the Slavic Village area. The eastern study area limits include the E. 105th St./Chester Ave. intersection in the University Circle area. The study area boundary has been approved by the ODOT Central Office. For purposes of the analysis completed for this study, detailed information will only be obtained for the area encompassed in the project study limits.

The project area is generally bound by the existing railroad transportation corridor containing GCRTA's Red Line, GCRTA's Blue/Green Line and freight tracks owned and operated by NS and CSX. Portions of the boundaries for the Community Development Corporations (CDC) of Burten Bell Carr, Slavic Village, Fairfax, Buckeye Area, and University Circle Incorporated fall within the APE. The project is located entirely within the City of Cleveland, Ohio.

The study area consists of residential, commercial, industrial, and recreational areas. The zoning in the study area is extensively mixed, and land use varies from parcel to parcel. For example, residential properties are located immediately adjacent to industrial properties. This area was developed prior to the establishment of zoning codes. However, future development will follow the City Wide Plan currently being developed by the City of Cleveland Planning Commission. Several sites that were once industrial properties are now vacant, and are in need of remediation before they can be redeveloped.

Alternatives: In addition to the No-build alternative, conceptual alignments are being developed within the current study area. In the vicinity of E. 55th St., alternatives are being further developed for both at grade and grade-separated intersections. These alternatives are envisioned to have involvement with the northern limits of the St. Hyacinth Neighborhood. The limits are generally limited to the area north of Francis Ave. In the study area east of the St. Hyacinth Neighborhood to the existing E. 105th St./Quincy Ave. intersection, the study area is bound by the GCRTA Red line/ NS Nickel Plate line trench to the north, the overhead GCRTA Blue/Green Line to the south and the overhead CSX mainline to the east. The elevated NS mainline tracks bisect this area. West of the NS mainline the alternatives are generally east-west in nature and include the potential reuse and widening of Grand Ave. or a parallel route located 1-2 blocks further south in the vicinity of Rawlings Ave. East of the NS mainline, the alignments generally proceed in a northeasterly direction toward the intersection of E. 105th St. and Quincy Ave. Within this section of the study area, the alternatives are either on a completely new alignment or they will utilize a portion of existing Woodland Ave. These alternatives include alignments both northeast and southwest of the existing Kenneth Johnson Recreation Center. North of Quincy Ave. the existing E. 105th St. corridor is common to each alternative, however, the alignments will consist of symmetric, eastern and western widening of the existing roadway.

1.1 Research Design

The objective of the current investigation is to identify history/architecture resources within the project's APE that are eligible for, or listed on, the NRHP. These resources may be representative of the significant themes, patterns, individuals, events, architecturally types, works of a master, or construction techniques significant to the history of the regions, the state, or the nation, and may have sufficient integrity to be representative examples. To accomplish this objective, the APE was delineated, and background research, historical research, and a field view of the APE were conducted. The methodology for each of the activities is detailed below or in their respective report sections.

History/architectural resources 50 years of age or older that are completely within the APE or extend within the APE were surveyed. The study area consists of residential, commercial, industrial, and recreational areas. The area in the immediate vicinity of the APE is generally characterized as an urban area comprised of late nineteenth and early to mid twentieth century domestic architecture, large areas of modern industry, large areas of vacant industrial, and residential tracts of land and urban parks. The large pockets of industrial land with rail yards borders much of the northern edge of the APE and bisects the APE, while the late nineteenth, and early to mid twentieth century domestic architecture of the Cleveland neighborhoods of North Broadway, Kinsman, Central, Fairfax, and University are interspersed throughout the APE. The northern end of the APE contains education institutions, the Cleveland Clinic, and Wade Park. Much of the project area has been plagued by loss of population and industry which is reflected in the large tracts of vacant land, abandoned residential structures, and the ongoing demolition of the large industrial complexes, commercial buildings, and residential houses. The railroad corridors have had a number of rail lines reduced and spurs removed.

The southern end of the APE contains some twentieth century commercial and industrial structures, and late nineteenth and early twentieth century residential structures interspersed with modern residences. The GCRTA's modern maintenance facility is located east of the E. 55th St. Bridge. The resources in this area were evaluated for connection with industrial development and associated worker-class housing of the North Broadway and Kinsman neighborhoods.

The midsection of the APE contains late nineteenth and early twentieth century residential structures interspersed with modern residences, twentieth century commercial and industrial structures, cemeteries, and mid twentieth century public housing. This section is bound on the south by the GCRTA Blue/Green Line, on the north by NS Railroad and GCRTA Red Line corridor, on the east by CSX rail line, and is bisected by a NS rail line. The area has undergone a substantial amount of demolition and loss of population. The industrial complexes along E. 79th St., Grand Avenue, Evins Ave., Evarts Ave., Woodland Ave., E. 95th St., and Quincy Ave. have been impacted by demolition and neglect. The former Peerless industrial complex (75001364) on Quincy Ave. has been demolished and Cuyahoga County is constructing the Juvenile Justice Center on the property. The public housing complex along the south side of Kinsman Road has been demolished and a new development is under construction. The resources in this area will

be evaluated for connection with industrial development and associated worker-class housing of the Kinsman, Central, and Fairfax neighborhoods.

The northern end of the APE is separated from the midsection by GCRTA Red Line and the NS and CSX rail lines. This section contains mid to late nineteenth century residential, educational and religious structures, the Cleveland Clinic Campus, and Wade Park. The residential area, located south of Cedar Ave., has been impacted by demolition, neglect, and decline in population. The Cleveland Clinic Campus, located between Cedar Ave. and Chester Ave., has undergone substantial expansion, growth and development in the modern period. City blocks have been cleared of buildings and large structures have been constructed to house various hospital departments, offices, and parking lots and garages. This expansion effort is an ongoing effort that continues in the present day. Wade Park, religious institutions, and large, multi-unit residential structures are located along the north and northeast portions of this section of the APE. The resources in this area were evaluated for connection with the associated residential, religious, and institutional structures of the Fairfax and University neighborhoods.

1.2 Area of Potential Effect

In accordance with 36 CFR 800.4 (a)(1), the APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking. An *effect* is defined as the alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register [36 CFR 800.16(i)].

The APE boundary was based on the project's study area (**Figure 5**). The APE encompasses the full range of potential alternatives, including proposed roadway alignments, roadway intersection improvements, railroad and roadway bridge improvements, as well as those areas of direct or indirect impacts. The APE includes the existing roadway right of way, those areas where potential direct construction impacts may occur, and those areas where potential indirect and cumulative impacts may occur. The land within this project's APE has experienced substantial impacts from demolition, neglect, foreclosures, decline in population, and the construction of modern institutional and government buildings.

While the project is expected to introduce new visual elements into the area, it is not expected to introduce new visual impacts. These visual elements will include the new roadway, new bridges, and new landscape elements. These visual elements will be consistent with the existing urban environment that has undergone recent change due to demolition of residential structures, construction of a modern housing units, rehabilitation or replacement of railroad structures, construction of the Cleveland Clinic and its institutional buildings, and demolition to numerous industrial complexes. While a change in traffic patterns may occur, auditory impacts are not expected to occur as the APE already contains major urban roadways and railroad corridors. During the Project Development Process (PDP), should it be determined that there is a significant change resulting in additional transportation improvements, and the potential for

additional areas where potential direct, indirect, and cumulative impacts may occur, the APE will be expanded or contracted accordingly.

The APE for the Opportunity Corridor project (**Figure 5**) is defined as not less than the project study area and the proposed Opportunity Corridor project improvements. The APE has been defined to incorporate any potential physical, visual, and auditory impacts or alterations to cultural resources, if any such properties exist. The APE, pursuant to 36 CFR Part 800, includes an area of sufficient geographic size to incorporate all alternatives under consideration at this stage in the project development process

1.3 Methods

Michael Baker Jr., Inc. (Baker) conducted a Phase I History/Architecture Survey and literature review of the APE for the proposed project in 2009. The literature search included an area approximately 0.5 km (0.3 miles) larger than the Opportunity Corridor APE. This study area was used to assist in the development of a historic context and in characterizing the APE and surrounding area. From August to November 2009, Baker conducted a file review at the Ohio State Historic Preservation Office (OHPO), a file review of the City of Cleveland Landmarks Office, a file review of the Western Reserve Historical Society files, and from September to November 2009, conducted a Phase I Survey of the APE. In addition, the OHPO's web-based Online Mapping Tools GIS Database was consulted and reviewed for previously recorded architectural resources, as well as for NRHP districts and individual resources. The City of Cleveland's GIS website was consulted and reviewed for previously recorded architectural resources, including Cleveland Landmarks and Landmark Districts. The specific purpose of the investigation was to identify the presence of any history/architectural resources fifty years of age or older within the APE, to identify any previously recorded history/architectural resources within the APE, and to identify current land use.

In October 2005, prior to the 2009 Phase I History/Architecture Survey, a cultural resources literature search and field reconnaissance of the APE was undertaken to identify the presence or absence of any previously recorded cultural resources within the Project APE, to identify any cultural resource "Red Flags", and to define areas within the study area that appeared to have the potential to contain archaeological resources. This information was used in the Phase I history/architecture investigation.

Baker used information gathered during the 2005 project efforts and during the 2009 Phase I History/Architecture Survey literature search to facilitate the visual inspection and documentation during the history/architectural resource field investigations. The Phase I History/Architecture Survey field investigations were conducted to confirm the presence or the demolition of the previously identified individual history/architecture resources within the APE (**Figures 6A-6C**), as well identify additional history/architecture resources 50 years of age or older contained within the APE and not previously recorded or identified (**Figures 7A-C**).

Identified architectural resources within the APE were keyed to a field map and photographs of those resources were taken using a digital camera (**Plates 1 to 565 in Appendix A, locations on**

Figures 8D to 8T). In areas where architectural resources were clustered together, a streetscape photograph was taken to document the structures, setting, and proposed project area (**identified on Figures 8A to 8C**). Information obtained in the field was used to determine the presence or absence of any previously recorded inventoried historic structures in or adjacent to the APE.

History/Architectural resources identified during this investigation were evaluated for integrity and eligibility for the NRHP in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended; the regulations of the Advisory Council on Historic Preservation (36 CFR 800), as amended; the ODOT Office of Environmental Services (OES) Cultural Resources Manual (June 2004); and the Programmatic Agreement (No. 12642) Among The Federal Highway Administration (FHWA), The Advisory Council on Historic Preservation (ACHP), The Ohio Historical Society, State Historic Preservation Office (OHPO) and The State of Ohio, Department of Transportation (ODOT) Regarding Implementation Of The Federal-Aid Program In Ohio (2006).

Each history/architectural resources 50 years of age or older, within the Opportunity Corridor APE was examined for its potential to meet the criteria for the NRHP eligibility. The four criteria for evaluating cultural properties for eligibility and inclusion in the NRHP are:

- Criterion A – Association with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B – Association with the lives of person significant in our past; or
- Criterion C – Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – Have yielded, or may likely to yield, information important in prehistory or history.

To be listed in, or eligible for, the NRHP, a resource must not only be shown to be significant under one of the above criteria, but it must also retain sufficient integrity to convey its significance. To retain historic integrity a resource must possess most, if not all, of the seven aspects of integrity. The seven aspects of integrity include location, design, setting, materials, workmanship, feeling, and association.

The tests for NRHP significance and integrity were applied to each history/architectural resources 50 years of age or older within the Opportunity Corridor APE. In addition to newly identified and documented history/architectural resources, previously identified and documented history/architectural resources not listed or evaluated for the National Register, and local individual Cleveland Landmarks and Cleveland Landmark Districts were also evaluated for their National Register eligibility.

Previously identified National Register listed or determined eligible resources and districts were documented for changes to their integrity, such as demolition of structures, additions, modifications or rehabilitation, and new construction. In addition, boundaries for each district and resource were examined for possible expansion or contraction. In most cases, the boundaries for individual resources were the legal property lines. In the case of the Wade Park historic district, the boundaries typically followed the boundary streets' legal right of way.

The project APE includes portions of five neighborhoods within the current boundaries of the City of Cleveland. From west to east, these neighborhoods include North Broadway, Central, Kinsman, Fairfax, and University. Each of these neighborhoods represent a microcosm of Cleveland's overall historical development. **Figures 3 and 4** show the project area in relation to the city neighborhoods. While two blocks of the Hough Neighborhood are within the project APE, these two blocks are adjacent to the University Neighborhood and have been included in the University Neighborhood analysis. The format of this report has been modified to reflect the project's location within an urban setting and the context of five distinct neighborhoods.

This report has been formatted to accommodate the needs of consulting parties to reference the report by community. It has also been formatted to have a general historic context chapter, and a chapter for each neighborhood with sections for neighborhood context, literature review, field investigations and findings/recommendations. The overall summary of findings and recommendations for the project can be found in the Abstract of the report.

2.0 LITERATURE REVIEW AND GENERAL HISTORIC CONTEXT

A literature search of the larger literature review area (including the project area) was performed partially at the OHPO facilities in August through November 2009. This included a review of the NRHP files (Appendix D), NRHP Nomination files and Determination of Eligibility files, Ohio Historic Inventory (OHI) files (Appendix B), the Ohio Historic Bridge Inventory, Archaeological and History/Architecture Information files, HAER Records (Appendix G), and the Archaeology and Architectural Survey Report files at the OHPO. In addition, the OHPO's web based Online Mapping Tools GIS Database was consulted and reviewed for previously recorded architectural and archaeological resources, as well as NRHP historic districts and individual resources. ODOT's Historic Bridge Survey and bridge inventory (Appendix C) were reviewed using the Buckeye Assets website (www.buckeyeassets.org). The City of Cleveland's GIS website and the City of Cleveland Landmarks files (Appendix E) were consulted and reviewed for previously recorded architectural resources, including Cleveland Landmarks and Landmark Districts. The Western Reserve Historical Society's files were reviewed to assist in the development of the historic context for this report. OHPO Review and Compliance files (Appendix F) were reviewed to determine if previous eligibility determinations were made for previous ODOT and Section 106 projects within the APE. **These Appendices have been included in electronic PDF format on an attached CD due to the size and expanse of the documentation, and the desire to reduce unnecessary reproduction costs and impacts to the environment.**

The historic context, literature review findings, field investigations, and recommendations for each of the five neighborhoods within the APE are discussed in the chapter for each neighborhood. The remaining portion of this chapter presents a general historic context and overview of Cleveland's history, as well as the previous History/Architecture investigations and findings for the literature review area.

2.1 General Historic Context and Overview of Cleveland History

Northern Ohio was first visited by Europeans as early as the 1680s when the French began to establish trading outposts throughout the territory. By ca. 1755, one such outpost had been established along the Cuyahoga River (Howe 1888). The British also established several trading outposts in the northern Ohio territory during the early eighteenth century – one such fort was constructed at Sandusky Bay in 1745. Following the French and Indian War in 1763, the British laid claim to the area from the French. Moravian missionaries were known to have visited northern Ohio in the vicinity of the Lake islands, Sandusky, and the east side of the Cuyahoga River by the 1790s. Although the area was clearly explored and occupied to some extent during the late seventeenth through the mid eighteenth century, actual permanent settlement in the northern Ohio region was relatively late (Upton 1902).

With the end of the Revolutionary War, and the receipt of territory formerly claimed by the British, the newly formed United States of America created the Northwest Territory – an area that contains present day Ohio, Indiana, Illinois, Michigan, Wisconsin, and eastern Minnesota. The state of Connecticut at the time “owned” much of these territorial lands through previous dealings with the British government; however, Connecticut agreed to cede its claims to the

region to the United States if it was allowed to maintain a portion of that area under its jurisdiction. Connecticut prevailed in its stipulation and the northeastern portion of Ohio was set aside as the Western Reserve, sometimes referred to as the Connecticut Western Reserve or New Connecticut (Upton 1902). The area “was bordered on the north by the lake, east by the Pennsylvania line, south by the 41st parallel, and on the west by a line a hundred and twenty miles west of the Pennsylvania line” (Upton 1902).

Striving to populate the region, however, proved no easy task. The western portion of the reserve that now contains Huron and Erie Counties was set aside for Connecticut citizenry that had lost their property during the Revolutionary War. Sale of the remainder of the region proved difficult and Connecticut subsequently decided to sell off the eastern portion of the reserve tract in 1795. The Connecticut Land Company was formed to accomplish this task. The land company surveyed the region and divided it into a series of townships. It was during this survey in 1796 that Moses Cleaveland surveyed the first permanent settlement, the village of *Cleaveland* (sic) in what would later become Cuyahoga County (Howe 1888).

In ca. 1800, Connecticut relinquished all claims to the Western Reserve, in what eventually became Trumbull County. Over the next ca. 47 years, the former Western Reserve went through a series of county formations and boundary realignments. Cuyahoga County was initially formed in ca. 1808 from portions of Geauga County (itself formed from Trumbull County in 1806) and subsequently organized by 1810.

The early settlement of Cleveland was established on the east side of the Cuyahoga River near the river’s outlet onto Lake Erie. At its initial founding in 1796, only four people resided in the tiny hamlet. By 1810 – that number increased to 57 and late in 1814, Cleveland was formally incorporated as a village (**Figure 9**) (Orth 1910).

Early in its developmental history, Cleveland had to compete with other fledgling villages, such as Newburgh located just to the south-southwest. Despite the closer proximity of Cleveland to the lake, Newburgh presented a slightly elevated area above the marshy, mosquito-infested flats of Cleveland. However, the future of Cleveland was bolstered with the decision to place the county seat of Cuyahoga at Cleveland in ca. 1809. By 1820, approximately 150 people lived in Cleveland (Orth 1910).

It was not until 1830 that the population reached the 1,000 mark – bestowing upon Cleveland the designation of “town.” The majority of the population to this point consisted of native-born, predominantly white, settlers from Connecticut, New Hampshire, and Massachusetts. With population expansion facilitated by natural waterways such as the Ohio River, and with the completion of the Erie Canal in 1825, and the subsequent Ohio and Erie Canal between 1825 and the 1830s (starting at Cleveland) (Weiner and Beul 1995: 27), as well as other major transportation developments including steamboat traffic on the Great Lakes and, later, the construction of the Sault Ste. Marie canal (ca. 1855), access to the southern coastline of Lake Erie was greatly facilitated (Adkins 1997; Hickey 1978). Cleveland was transformed into a bustling commercial center serving as a hub of distribution for both products arriving from the

east and goods coming in from the south. Although the city was expanding exponentially by this point, there were still areas that were rendered uninhabitable due to the lack of radial roadways emanating from the central Public Square. One such area was that located between Euclid Ave. and Kinsman Rd. After 1835, the construction of Cedar, Garden, and Scoville avenues, soon allowed for building lots in that area. In 1836, both Cleveland and Ohio City (to the west of the Cuyahoga) were officially designated cities (**Figure 10**).

Much of the early commerce prior to the 1850s was oriented toward the distribution of the region's grain surplus. Cleveland's position on the lake and at the head of the canal system made it a natural funnel point for agricultural commodities. This bustling economy and location was attractive to immigrants entering the United States, particularly German, Irish, and English-born immigrants.

A city census taken in 1848 indicated that Cleveland possessed an estimated population of 13,696 people. Of that total, 62 percent were citizens of the United States, 19 percent were of German nationality, 7.5 percent were of Irish origin, and 7.4 percent were English-born. Lesser amounts of Scottish and Welsh-born immigrants were also present. This pattern of northern European immigration would only increase in the succeeding decades - only leveling off in the 1860s. It was during this initial wave of immigration that a sense of ethnically defined neighborhoods was first established. Many of the German nationals settled west of the Cuyahoga River in the vicinity of Lorain St. (a.k.a. Lorain Ave.) in what was then Ohio City. The Irish, also settled west of the river, remaining closer to the mouth of the Cuyahoga (Orth 1910).

With the construction of a new railroad corridor in the 1850s, the agricultural commodities industry that supported much of Cleveland's population base was severely curtailed as the farmers chose to market their grains directly to the east via the new rail system instead of via the canal system. Agricultural pursuits were subsequently turned inward with many of the farms surrounding Cleveland supplying the city proper as opposed to external markets (Weiner and Beal 1988). Support services geared toward developing the agricultural hinterland rapidly developed. A retail business corridor, for example, evolved along Superior Ave. and its immediate vicinity during the 1850s, expanding eastward from its original location west of the Public Square (Rose 2005).

In 1860, some 43,417 people resided in Cleveland. Part of this dramatic increase in population was due to the arrival of several other ethnic groups in the city including the Czechs, the Poles, and Hungarians, as well as the continuing immigration of northern Europeans (Orth 1910). By the 1860s, industry was beginning to take root in the city; the Flats along the river being the optimal location. In order to meet the need for increased warehouse and wholesale space, the retail areas of the city were pushed further eastward – particularly along Euclid Ave (Rose 2005).

In 1870, Cleveland's population swelled to 92,829. The close of the Civil War opened up the north to mass migration from the southern states; among these new emigrants included a

substantial influx of African-Americans. It was also by the 1870s that the economic face of Cleveland truly began to change. With a strong population base in place:

...70 percent of Cleveland's labor force was engaged in one variety or another of commercial enterprise or service business that served both the city's population and that of the expanding agricultural hinterland (Weiner and Beal 1988: 27-29).

The stage had been set for Cleveland to transform into one of the country's leading industrial and manufacturing centers. With the increase in trafficking of raw materials via the Great Lakes as well as an increase in rail transport by 1870, Cleveland rapidly evolved into a central hub for the distribution of iron, steel, and coal. The development of the nascent oil industry also saw the construction of pipelines from western Pennsylvania extend to Cleveland. Cleveland became an export center for all of these commodities as well as one of the leading manufacturers of metal hardware, tools, and wire. Additionally, with this newfound need to export manufactured goods, a ship building industry developed and rapidly expanded. At the same time the manufacturing and industrial component of the economy expanded, so did the service-oriented banking industry. But even at this late date, the Cleveland of ca. 1870 was still very much a walking city – where both industry and residence were situated in close proximity to one another. The core of the city remained integrally tied to the mouth of the Cuyahoga River and its outlet onto Lake Erie (**Figure 11**). The riverside floodplain from West 6th to 12th streets served as the primary business hub (Weiner and Beal 1988).

By 1880, Cleveland's population increased by 40 percent to a total of 160,146 with some 100,737 being native-born Americans and the remaining 59,409 of foreign origin (Orth 1910). The development of an interurban commuter electric streetcar line in 1880s facilitated the transition of the city's core from the Flats along the river eastward toward the Public Square and eventually along Euclid Ave. and Superior Ave. Whereas foot traffic/commuting dominated the sense of urban space during the mid nineteenth century, the development of streetcar transport facilitated dissolution of the cohesive central urban core in favor of a redefined physical structure that:

...made it possible for those who could bear the cost of transportation to live at considerable distance from the city's center, while those least able to pay the five-cent fare lived near the city's core (Weiner and Beal 1988: 48-49).

In the 1890 census, Cleveland had an enumerated population of 261,353 inhabitants. It was during this census year that, for the first time, foreign born and/or children of foreign born parents outnumbered the native-born population (Orth 1919).

By 1900, the city expanded into a vast urban center containing some 381,768 people – much of this population consisting of foreign-born immigrants including Italians, Hungarians, Czechs, Slavs, Russian Jews, and Poles from southern and eastern Europe. Census records show that by

that date, 75.6 percent of the total population in Cleveland consisted of foreign nationals (Orth 1910). Population expansion was facilitated by continued success and development in the banking, ship building, and manufacturing industries. Among the newer manufacturing entities by this date included the electric lamp industry, paint and varnish manufacture, and a garment industry. Many of the immigrant and/or migrant arrivals were typically unskilled and filled lower status jobs in an increasingly industrial society. Many of these groups continued to settle closer to the factories in which they were employed or along the interurban lines that would allow them to reach their place of employment (Weiner and Beal 1988).

Throughout the early twentieth century, the city's population continued to be reflective of a trend toward a poorer residential core settling along the industrial corridors of the city with a more affluent residential periphery. By the 1930s, however, the widespread use of the automobile in Cleveland (as well as its manufacture in that city) would allow for greater mobility of people, the decentralization of business, and to some extent, the disbanding of neighborhoods based on ethnic type – in essence the onset of rapid suburbanization (Weiner and Beal 1988).

Rail and Transit: Perhaps one of the most influential economic and transportation-related resources that remains a visible and viable component of the cultural landscape intersecting and/or bordering each neighborhood within the project APE is the current NS/GCRTA right-of-way. The right-of-way that contains the current rail line has been in operation at least since 1881 (**Figures 23 and 24**).

In 1881, a rail line was envisioned that would connect Buffalo, New York with Chicago, Illinois (as well as a branch extending from Fort Wayne, Indiana to St. Louis, Missouri) – and in just over one year, on October 23, 1882 – rail traffic along the main line began. That railway, consisting of a double set of tracks, entered Cleveland in the west at Detroit Ave. and crossed the Cuyahoga River, traversing the neighborhoods of North Broadway, Central, Kinsman, Fairfax and University, eventually crossing Euclid Ave. and leaving the city (Orth 1910; CWRU/WRHS 2005h).

After operating for a little over a month, the new railroad, officially named the New York, Chicago & St. Louis Railway (NYC&SL), became the property of William Vanderbilt who sought to squelch potential competition with his Lake Shore & Michigan Southern Railroad that paralleled the NYC&SL. Falling into receivership in 1885, the railway reincorporated in 1887 under the slightly modified moniker of the New York, Chicago & St. Louis Railroad. The railroad would go on to corner the rail traffic market between Buffalo and Chicago for the next two decades (CWRU/WRHS 2005h).

To avoid potential conflicts with anti-trust suits, the Nickel Plate Road was sold in 1916 to Oris P. and J. Van Sweringen to become a part of their vast passenger train holdings. By 1930, passenger trains left the downtown Cleveland Union Terminal (the seat of the Van Sweringens) via the Nickel Plate Road. Over the next few decades, the rail line's right-of-way ownership was transferred from the Van Sweringens to George Ball (1935), to Robert Young soon thereafter,

and in 1947, the Nickel Plate Road became an independent concern. By the mid twentieth century, use of the railway for passenger travel began to greatly diminish in favor of the more lucrative freight transport. The line ceased passenger travel altogether by the 1960s. It was in 1964 that the Nickel Plate Road was subsumed into the Norfolk & Western Railroad, which in 1982 was subsumed into the Norfolk Southern Corporation. The former Nickel Plate Road operates predominantly as freight line today (CWRU/WRHS 2005h; 2005i).

An additional, the major railroad, initially known as the Cleveland and Pittsburgh, crossed the Kinsman, Fairfax, and North Broadway neighborhoods in a generally north-south direction. The line was completed to connect with the Pittsburgh and Wheeling line in 1852, and it was incorporated by the Pennsylvania legislature the following year. In 1871, the line became part of the vast Pennsylvania Railroad system. The line operated out of Union Depot, and never ran into Cleveland Union Terminal. Additional passenger stations were at Euclid Ave. and E. 55th St., Davenport Ave., Harvard Ave., Woodland Ave., and Wason St. Passenger service was discontinued on the line in 1965. In 1968, the Pennsylvania merged with the New York Central to create the Penn Central. In 1976, the system was absorbed by the ConRail System (CWRU/WRHS 2005j).

Paralleling the former Nickel Plate Road through the project area are the commuter-based GCRTA Green and Blue Lines. These light rail transit lines were initially built by the Van Sweringen brothers between 1913 and 1920 as a limited access transit system to connect the elite residential suburb of Shaker Heights (developed by the Van Sweringens) with downtown. Service on an early route, called the Shaker Lakes line, began in December 1913. The Moreland Line (later called the Van Aken, now the Blue Line) was opened as far as Lynnfield in 1920. With the completion of the Cleveland Union Terminal in 1930, the lines were given direct access to downtown on limited access right-of-way. The Shaker (Green) Line was double tracked in 1936, and the line was acquired by the City of Shaker Heights in 1944. GCRTA took the line over in 1975, and an extensive rebuild of the Blue (Van Aken) and Green (Shaker) lines was completed in 1981. The Red Line has its beginnings in attempts by the Van Sweringens to construct regional, limited-access transit lines to Cleveland's West Side during the 1920s when the Union Terminal was being built. Because of the economic effects of the Depression and the deaths of the Van Sweringen brothers, plans to develop the line were not resumed until 1949, when the Cleveland Transit System (CTS) received a \$29,500,000 loan from the Reconstruction Finance Corporation. The line was completed as far as W. 117th St. in 1955. An extension to the West Park Station was completed in 1958. In 1968, a four-mile extension was completed to provide high speed rail access to Cleveland's Hopkins International Airport; it was the first light rail transport system to an airport destination in North America (GCRTA 2001; Hays 1986).

2.2 Previous History/Architecture Investigations and Findings for the Literature Review Area

The literature review revealed that a total of 218 history/architecture resources, 10 historic districts, and 36 bridges have been previously recorded within the larger literature review area. A PDF for each resource has been included in Appendix B – Previously Recorded Ohio Historic Inventory Forms

Of the previously identified history/architecture resources, the literature review area contains

- 16 individually listed NRHP resources
- 10 NRHP Districts
- 2 Resources determined eligible for the NRHP (R&C 984435 and R&C 983912)
- 31 Cleveland Landmarks
- 1 Cleveland Landmarks Historic District
- 212 OHI recorded resources
- 5 HAER recorded resources
- 13 Bridges on ODOT's historic bridge inventory and 2008 update
- 23 Bridge in the ODOT Bridge Inventory
- 17 history/architecture resources reviewed as part of the Euclid Corridor Project (R&C Serial Number 987792) – 6 Not Eligible and 11 Eligible
- 8 history/architecture resources reviewed as part of the CUY-84-4.24 (PID 10787) GCRTA Project – 7 Not Eligible and 1 Eligible

Some individual resources have been recorded on multiple forms including the OHI forms, NRHP, Cleveland Landmarks, or HAER. Of the 16 individually listed NRHP resources, 15 are also Cleveland Landmarks, and nine have been recorded on OHI forms. Of the 31 listed Cleveland Landmarks, 15 are listed on the NRHP, 22 have been recorded on OHI forms and one has been determined eligible. Of the 17 history/architecture resources reviewed as part of the Euclid Corridor Project (R&C Serial Number 987792), all have been recorded on OHI forms. Of the 8 history/architecture resources reviewed as part of the CUY-87-4.24 (PID 10787) GCRTA Project, all were recorded on OHI forms. A total of 37 previously recorded history/architecture resources, 28 bridges, and one historic district have been identified within the APE (**Figures 6a, 6b, and 6c**).

The literature review revealed that two determinations of eligibility for history/architecture resources were made by state or federal agencies and concurred with by the OHPO. On May 31, 2001, the U.S. Department of Housing and Urban Development (HUD) determined the Rockefeller Park Tower eligible for the NRHP under Criterion C (R&C 984435). On April 8, 2001, the Ohio Department of Natural Resources (ODNR) determined the Woodland Recreation Center to be eligible for the NRHP under Criterion C (R&C 983912).

Of the 36 previously identified bridges within the literature review area, one has been determined eligible for the NRHP, two classified as Reserve Pool, two classified as Non Select, five determined not eligible for the NRHP, and 26 have not had the NRHP eligibility status applied.

The NRHP Criteria was not applied by the OHPO to the remaining history/architecture resources with OHI forms. It is assumed that these history/architecture resources were not surveyed and recorded as part of a Section 106 compliance project.

3.0 NORTH BROADWAY NEIGHBORHOOD

3.1 Literature Review

3.1.1 North Broadway Neighborhood Historic Context

The project APE intersects the very north-northeastern portion of Cleveland's North Broadway neighborhood. The neighborhood originally formed a part of the early rival settlement/township of Newburgh. Newburgh was incorporated as a township in 1814 and by that date, already included a mix of small mills, residences, as well as prime agricultural farmland. By 1821, a stagecoach road, Pittsburgh St., was constructed through Newburgh and linked Pittsburgh with Cleveland (Case Western University and Western Reserve Historic Society [CWRU/WRHS] 2005a; Cleveland State University [CSU] 2005a).

The settlement's proximity to the Cuyahoga River, however, spelled the eventual demise of agricultural land-use in favor of industrial development along the waterway, such that by the 1840s – 1850s, a mix of heavy industry (e.g., the Cleveland Rolling Mill), and rail lines (i.e., the Cleveland & Pittsburgh Railroad) dominated the township. As with the rest of the region, the earliest settlers in Newburgh consisted of a mix of native-born New Englanders, many of Welsh descent, as well as immigrants from Britain and the Isle of Man (i.e., Manx). The burgeoning mill industry soon attracted immigrants from Ireland and Wales, among other locations (CWRU/WRHS 2005a; Niemiec 1996).

The majority of the area of Newburgh, including both the area that would later become North and South Broadway, was subsumed by the city of Cleveland in the 1870s during the urban center's rapid move toward increasing industrialization and population expansion. At this time, Pittsburgh St. was renamed Broadway Ave. Steel mills, in particular, dominated the industrial skyline of that area. As a result of this industrialization, more railroads began to crosscut the area, forming a mix of bisected residential areas and factory sites. With the construction of the steel mills, the ethnic face of the neighborhood shifted to include a large "Russian Hebrew", Polish, and Czech population, as well as minor pockets of German and African American occupation – a trend that would continue well into the early to mid twentieth century (e.g., Orth 1910; Anonymous 1923). Much of the small-scale residential architecture that remains from the late nineteenth – early twentieth century in North Broadway is reflective of the period of Polish and Czech immigration (CWRU/WRHS 2005a). The concentration of population in this part of the city contributed to the development of a thriving retail business district in the vicinity of E. 55th St. and Broadway Ave. between ca. 1920 and 1940 (CWRU/WRHS 2005a; CSU 2005a).

Polish immigrants initially came to Cleveland in significant numbers in 1872 to work as stonecutters in Berea. Soon thereafter, settlement began in the in the present North Broadway neighborhood; other slightly later Polish settlements were made in the Tremont and Kinsman neighborhoods. In North Broadway, the location of early Polish settlement was centered near E. 65th St. and Foreman Ave., near St. Stanislaus Church. Poles eventually spread along Broadway Ave. from E. 55th St. to the Garfield Heights border, especially along Fleet Ave. In the

1950s and 1960s, a significant number of second and third generation Poles migrated to suburban areas like Parma. Nevertheless, in 1970, the Fleet-Broadway area still was predominantly Polish because of the arrival of new immigrants. The Broadway Ave. area retained its Polish influence largely because of the number of parishes such as St. Hyacinth (located at E. 61st St. and Francis Ave., adjacent to the southern boundary of the project APE) (Levy 1972:30-32).

Cleveland's only suspension bridge, known alternatively as the Sidaway Ave. Foot Bridge and the Kingsbury Run Suspension Bridge, spans Kingsbury Run between the North Broadway and Kinsman neighborhoods. The bridge, located outside the APE, connects E. 65th St. with Kinsman Road, and was the only way to cross Kingsbury Run before parts of the run were filled in 1956 to construct the Garden Valley development. The 680 foot bridge was built from 1930 to 1931 by Wilbur J. Watson, Consulting Engineer, and was designed by Fred L. Plummer. The bridge replaced an earlier wood structure and is currently owned by the City of Cleveland. The structure was in service until July 1966, when a section of its wooden deck was burned during a feud between African Americans, who lived on the north side of the bridge, and Poles, who lived on the south side of the bridge. The bridge was not repaired because it was considered a redundant crossing after the construction of the Garden Valley playground. The decaying structure stands as a symbol of Cleveland's racial tensions during the 1960s. The structure was recorded on an OHI Form (CUY-00695-7) in 1976 and was recorded in the Historic American Engineering Record in August 1975 (Fisher 1976; Palko and Sullivan 1975).

The Kingsbury Run gully gained notoriety in the 1930s as the location of the "Torso Murders." Between September 1934 and August 1936, the bodies of 13 Clevelanders were found along rail alignments, principally in Kingsbury Run. The bodies were drained of blood and expertly decapitated and dismembered. Similar killings subsequently occurred in Newcastle, PA, Youngstown, OH, West Pittsburgh, PA, and McKees Rocks, PA. The killer, known popularly as the Butcher of Kinsbury Run, was never found (Rasmussen 2005).

3.1.2 Previous History/Architecture Investigations

The literature review revealed that one previously recorded history/architecture resource and one bridge have been identified within the portion of the APE (**Figures 6a, 6b, and 6c**) that lies within the North Broadway Neighborhood. These resources are identified in **Table 1A – Previously Recorded History/Architecture Resources within the North Broadway Neighborhood of the APE.**

Of the previously identified history/architecture resources, the APE within the North Broadway Neighborhood contains:

- 0 Individually listed NRHP resources
- 0 NRHP District
- 0 Resources determined eligible for the NRHP
- 0 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 1 OHI recorded resource
- 0 HAER recorded resources
- 1 Bridge in the ODOT Bridge Inventory

The one previously identified bridge within the North Broadway Neighborhood APE has been determined to be not eligible for the NRHP.

The NRHP eligibility criteria was not applied by the OHPO to the one recorded history/architecture resource with an OHI form. It is assumed that this history/architecture resource was not surveyed and/or recorded as part of a Section 106 compliance project.

Table 1A. - Previously Recorded History/Architecture Resources within the North Broadway Neighborhood of the APE

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen			Collection Date(s): Aug. – Nov. 2009 PID 77333	
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
National Register Historic Districts				
None				
National Register				
None				
Determinations of National Register Eligibility				
None				
HAER Recorded Resources				
None				
Cleveland Landmarks				
None				
ODOT's Bridge Inventory				
SFN 1869817	Z17 E445609 N4592390	07/01/1914	E. 55th over GCRTA Red/Green Line and NS – 7 span steel beam	Not Applied
Ohio Historic Inventory				
CUY-00671-07 Kelly's Hall	Z17 E445610 N4591860	1901	Vernacular Commercial	Demolished

3.1.3 North Broadway Neighborhood Characterization

A review of the National Register, OHI, and Cleveland Landmark forms, and a review of the research files generally characterized the immediate vicinity of the North Broadway Neighborhood as a dense urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture, with a mix of modest neighborhood commercial buildings and large areas of modern industry. Much of the residential structures are comprised of the Front-Gable and Gabled-Ell structure type, with an occasional Bungalow, Cleveland Double, American Four Square, Folk Victorian type structure. These residential structures sit on a narrow lot, within in close proximity to the street and sidewalk. The development of a retail business district occurred in the vicinity of E. 55th St. Steel mills, in particular, dominated the industrial skyline of this area. As a result of this industrialization, more railroads crosscut the area forming a mix of bisected residential areas and factory sites.

The field reconnaissance effort supports this general characterization of the immediate North Broadway Neighborhood vicinity as an urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture with areas of industry and commercial retail. Much of the area is undergoing a state of transformation with the demolition and abandonment of residential and small commercial structures. Many of these structures have been altered with application of modern siding materials, replacement windows, enclosure or removal of porches, and the appendage of additions. In addition, the residential areas are interspersed in some areas with modern residential houses with a greater set-back from the street and attached garages. Many of the commercial buildings have been demolished and replaced with modern commercial strips with front parking lots. The few remaining industrial sites have been altered.

3.2 Field Investigations

The literature review revealed that a one previously recorded history/architecture resources and one bridge have been identified within the portion of the APE that lies within the North Broadway Neighborhood. The Phase I History/Architecture Survey field investigations confirmed that CUY-00671-07, Kelly's Hall, 2943-2945 E. 55th St., has been demolished.

The Phase I History/Architecture Survey field investigation identified an additional 107 history/architecture resources 50 years of age or older contained within the North Broadway Neighborhood APE.

The North Broadway Neighborhood APE contains:

- 0 Individually listed NRHP resources
- 0 NRHP Districts
- 0 Resource determined eligible for the NRHP
- 0 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 0 OHI recorded resources
- 0 HAER recorded resource

- 1 Bridges in the ODOT Bridge Inventory and/or GCRTA Bridge Inventory(NRHP Eligibility Not Applied)
- 107 History/architecture resources 50 years of age or older
- 0 Bridges not included in ODOT/GCRTA Bridge Inventory or bridge structures without a Structural File Number (SFN)

Table 2A - History/Architecture Resources within the North Broadway Neighborhood of the APE summarizes the results of the Phase I survey effort for identified history/architecture resources within the APE. .

Table 2A. Identified History/Architecture Resources within the North Broadway Neighborhood Area of Potential Effect.

3.3 North Broadway Neighborhood Recommendations

Historically, the North Broadway Neighborhood has been home to working-class families of Eastern-European decent who utilized the neighborhood's commercial areas and worked in the nearby industries. The area is significant for its association with Eastern-European ethnic groups that settled in the neighborhood to work in the surrounding neighborhood industries. The significance of the neighborhood is best illustrated through the area's dense fabric, consisting primarily of urban vernacular worker class architecture from the mid and late nineteenth to the early and mid twentieth century, modest commercial buildings from the mid and late nineteenth to the early and mid twentieth century, associated ethnic social halls, and religious structures.

The character defining elements of the neighborhood's vernacular residential resources include porches, fenestration, building scale, roof shape, cladding, and building relationship to the street. The character defining elements of the commercial resources include fenestration, store fronts, building scale, roof shape and, building relationship to the street.

Many of the individual resources have been altered with the application of modern siding materials, removal or enclosure of porches, partial or full replacement of windows, modification to the fenestration, minor or substantial additions, or demolition with some buildings in a state of advanced or neglect. None of the individual history/architectural resources identified within the North Broadway Neighborhood portion of the APE retain sufficient integrity to convey historic significance and therefore do not meet the National Register Criteria for Evaluation.

Much of the North Broadway Neighborhood portion of the APE has been impacted by demolition of individual resources. This portion of the APE was reviewed to determine if there were areas within the APE that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as a historic district. The APE has undergone a substantial amount of demolition and neglect, with some areas of modern construction and development. Workmanship, design, feeling, association and materials have been substantially altered due to demolition, neglect and modern construction within the APE. Due to this loss of integrity, it was determined that no areas within the APE possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development and still retained sufficient integrity to convey historic significance as a historic district.

The APE within the North Broadway Neighborhood contains the NS Railroad and GCRTA Red Line/Green Line/Blue Line transit corridor. No bridges listed on the NRHP are located within this portion of the APE, individually or as part of a historic district. There is one bridge, associated within the NS Railroad and GCRTA Red Line/Green Line located within this portion of the APE. The transit lines and railroad are not representative of a historic pattern or the

development of the North Broadway Neighborhood. Individually the bridge is not of a type and date of construction eligible for inclusion on the NRHP based on the historic survey, the *Context for Common Historic Bridge Types* (October 2005 NCHRP Project 25-25, Task 15), and the 2009 ODOT Historic Bridge Inventory for Eligible/NR Listed Bridges, approved by ODOT, FHWA, and the OHPO on April 28, 2010. Based on loss of integrity and year of construction, metal rolled multi-beam bridges possess low significance within the context of this bridge type.

The APE within the North Broadway Neighborhood contains the NS rail line and GCRTA Red Line/GCRTA Green Line/Blue Line. In addition to the above identified bridge, this rail transit corridor contains modern tracks, buildings, maintenance facilities, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current day demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern structures. The bridge structure located within this rail corridor no longer retains integrity to convey significance and is not individually eligible for the National Register. Workmanship, design, feeling, association and materials have been altered due to modifications to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the National Register Criteria for Evaluation as a linear resource.

Based on the above recommendations, Phase II History/Architecture Surveys are not warranted for the North Broadway Neighborhood portion of the project's APE based on the existing documentation.

4.0 CENTRAL NEIGHBORHOOD

4.1 Literature Review

4.1.1 *Central Neighborhood Historic Context*

The project APE intersects the southeastern corner of Cleveland's Central Neighborhood. The Central Neighborhood originally formed a portion of East Cleveland Township. The area was initially settled by Germans and was utilized as farmland during the first half of the nineteenth century (CSU 2005c). A bird's-eye view from 1877 shows that much of the outer fringes of Cleveland, including portions of what is now the Central Neighborhood, was still lightly populated and open farmland was extant (see Figure 16).

The NRHP Listed Woodland Cemetery (86001253) and a Roman Catholic Cemetery (St. John Cemetery) (situated within the current confines of the Central Neighborhood) are shown in the bird's-eye view; a large factory-like structure juxtaposed near the cemeteries is likely the relatively new Cleveland Workhouse (see discussion above). St. John Cemetery, located on the south side of Woodland Ave. and north and west of the APE, was established at this location in 1855, the first burial occurred in 1856; however, it did not officially open until 1858. The cemetery contains 20,000 burials – most of which are of Irish, French, and German ethnicity (Vigil 1999). It also serves as the final resting place for “all the priests of Cleveland who died while holding parishes here” (Orth 1910).

Woodland Cemetery, located on the north side of Woodland Ave. across the street from St. John Cemetery between E. 66th St. and E. 71st St., (partially within the APE), was purchased for use as a “rural cemetery” ground in ca. 1852, following the cholera epidemic of 1849. Laid out in a 60 acre park-like, landscaped setting by Howard Daniels, this National Register-listed resource was named for the extant clumps of picturesque forest woodland that were incorporated into the grounds' design (Orth 1910; Deal 1986). Early accounts of the cemetery refer to an “Indian Mound” of prehistoric origin being incorporated into the cemetery's design (Orth 1910). Over the years, the grounds became the central public burying place for many prominent Cleveland citizens (including members of the 7th Ohio Volunteer Infantry and Civil War-era Governor John Brough) as well as earlier settlers of New England, German, and British Isles origin or descent, other locally prominent commercial leaders; and by the later years of the cemetery's use – included many lower and middle class burials reflecting the later wave of eastern and middle European immigration as well as growing African-American population. Monuments reflect the dichotomy in public tastes over time; the ornamental front entrance to the cemetery (CUY-0012-06) was constructed ca. 1877 in a Gothic Revival style (Deal 1986), and has been subsequently dismantled and stored on site.

The rural landscape that allowed for the development of park-like cemeteries in this portion of the city rapidly gave way to an increasingly urban milieu by the late nineteenth century. This development was particularly spurred on in the Central area during the 1880s when a large immigrant population influx – consisting of Hungarians, Italians, as well as Russian and Polish Jews – prompted greater residential and commercial development in the area (CSU 2005c).

Jews initially settled in several districts in Cleveland ca. 1900, including south of the Public Square and on the east side of the Cuyahoga River. Until WWI, the area bound by Cedar, Scoville, E. 30th St. and E. 40th St. remained predominately Jewish. From the mid 1910s to the mid 1920s, the Central Neighborhood area near Woodland Ave. and E. 55th St. was a center of the Jewish community. By the mid-1920s, most Jews had moved from Central and settled along E. 105th St. north of Euclid Ave. Beginning in the late 1930s, the Jewish population moved even further east to suburbs like Glenville, Mt. Pleasant, Cleveland Heights, University Heights, and Beachwood (Levy 1972).

By 1920, Central became Cleveland's most populated neighborhood with some 78,000 residents (CSU 2005c). During the 1920s and the 1930s, the ethnic face of the neighborhood began to restructure itself to include an increasing middle class African American population. In particular, the area including the corner of Woodland Ave., Kinsman Rd., and E 55th St. became a thriving African American business district (although a business district was well established at that location as early as ca. 1912 [see Hopkins 1912]) (**Figure 17**). Much of Woodland and Kinsman between E. 37th and E. 79th streets supported a predominantly African American residential population (Anonymous 1923; CSU 2005c; Niemiec 1996). This trend continued for the next few decades.

In the nineteenth century, Cleveland had a relatively small African American population. Early African American immigrants generally came from border states of West Virginia, Tennessee, and Kentucky. Cleveland African Americans were initially able to participate in community life to a much greater degree than in other northern cities. However, between the years 1890 and 1930, the city's African American population increased significantly and so did racial discrimination. Partly from need and partly from choice, Cleveland's African Americans established an independent racial community on the East Side known as the Central Avenue Ghetto. Between 1890 and 1910, many African Americans came to Cleveland to escape the hostile racial environment of the South. African Americans also came to work in industrial facilities during WWI, during a period known as the Great Migration. In the 1920s, changes in immigration laws that reduced the numbers of southern and eastern European immigrants caused Cleveland industrialists to recruit southern African Americans. Unlike earlier migrants, these African Americans came predominately from the deep south states of Georgia and Alabama and were typically uneducated. In spite of an 1883 state law banning racial discrimination, nearly all public and semi-public facilities discriminated against African Americans by 1920. Cleveland's African American population increased from 8,500 in 1910 to 34,451 in 1920 and 71,299 in 1930. The most obvious sign of racial discrimination was the emergence of the Central Avenue Ghetto between downtown on the west, E. 55th St. on the east, the Nickel Plate Railroad on the south, and Euclid Ave. on the north. African Americans had lived in this area, which was a transitional area for several ethnic groups, prior to WWI, but during this period African Americans were still outnumbered by Italians and Russian Jews. In the 1920s, these other ethnic groups pushed east, as far as E. 105th St., creating a African American slum in what had previously been an immigrant slum (Wye 1973).

During the 1920s, a trend of residential differentiation began in the Central ghetto, with middle and upper class African American settling east of E. 55th St. (where whites were still the majority) and lower class African Americans settling west of E. 55th St. (where African Americans were the majority). Many members of the African American middle class had their prosperity rooted in the African American business district along Central Ave. The necessity and success of these racial businesses was caused, in part, by the increasing unwillingness of whites to trade with African Americans. As more African Americans migrated from the South in the 1920s and 1930s, the slum conditions pushed east to engulf almost the entire African American community. Between 1932 and 1938, the City of Cleveland removed 996 slum housing units in Central but only constructed 47 new units. During the 1930s, the Public Works Administration demolished 1,229 housing unit in central, but the new homes that replaced them were rarely accessible to the poor African Americans that had been displaced. For example, the mid-1930s Cedar Central Homes, were occupied almost exclusively by whites, and the Portland-Outhwaite Center, though almost all African American, was only affordable for middle class African Americans. Later housing projects of the 1940s, like the Woodhill Homes, Outhwaite Extension, and Carver Park, were similarly not affordable for lower class African Americans. As a result of such urban renewal projects, middle class African Americans moved back to West Central to reside in housing projects and displaced lower class African Americans moved to East Central in search of affordable housing. Such a move rapidly deteriorated living conditions in East Central as greedy landlords subdivided homes and apartment dwellings into one-room kitchenette apartments to maximize income. To make matters worse, the City was reluctant to enforce building codes during the Depression years. Between 1940 and 1950, Cleveland's African American population increased from 84,504 to 147,847 because of southern migrants coming to work in wartime supporting industries. In the 1940s, the African American population of Kinsman more than doubled from 3,321 to 8,536. During the late 1940s and 1950s, post-WWII prosperity enabled a significant number of middle class African Americans to migrate east to neighborhoods like Hough and Glenville, further hastening the decline of the Central Neighborhood (Wye 1973). In 1966-67, continued racial discrimination and high unemployment resulted in a series of race riots in Cleveland. One of the more prominent, known as the Hough Riot (or Disturbance) resulted in vandalism, looting, arson, four deaths, and 30 injuries in that neighborhood between July 18 and 24, 1966 (Lackritz 1966).

In the 1930s, the housing stock slowly faltered as a result of economic decline and crowded conditions caused by the Great Depression. In an attempt to halt this decline in the Central Neighborhood, Cleveland officials enacted one of the nation's first urban renewal projects via the development of housing projects. By the mid-twentieth century, further urban renewal projects removed much of the remaining blighted portions of the neighborhood in favor of both highway corridor and institutional development (CSU 2005c).

4.1.2 Previous History/Architecture Investigations

The literature review revealed that a total of one previously recorded history/architecture resources and one bridge have been identified within the portion of the APE (**Figures 6a, 6b, and 6c**) that lies within the Central Neighborhood. These resources are identified in **Table 1B –**

Previously Recorded History/Architecture Resources within the Central Neighborhood of the APE.

Of the previously identified history/architecture resources, the APE within the Central Neighborhood contains:

- 1 Individually listed NRHP resources
- 0 NRHP District
- 0 Resources determined eligible for the NRHP
- 1 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 1 OHI recorded resource
- 0 HAER recorded resources
- 1 Bridge in the ODOT's Bridge Inventory

One individual resource (Woodland Cemetery) has been recorded on multiple forms including the OHI, NRHP, and the Cleveland Landmarks forms. The NRHP criteria have not been applied to the one previously identified bridge within the Central Neighborhood APE. It is assumed that these two history/architecture resource were not surveyed and/or recorded as part of a Section 106 compliance project.

Table 1B. - Previously Recorded History/Architecture Resources within the Central Neighborhood of the Project Area.

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen				Collection Date(s): Aug. – Nov. 2009 PID 77333
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
National Register Historic Districts				
None				
National Register				
Woodland Cemetery	Z17 E446422 N4592206	1852-1853	60 Acre Cemetery- 19 th Century Picturesque Landscape, Gothic Style Stone Gateway Arch (CUY-00012-06) has been removed and stored on site	NRHP Listed 02/28/2008 86001253
Determinations of National Register Eligibility				
None				
HAER Recorded Resources				
None				
Cleveland Landmarks				
Woodland Cemetery Includes CUY-00012-06	Z17 E446422 N4592206	1852-1853	Cemetery - 19 th Century Picturesque Landscape	Cleveland Landmark 02/25/2008 NRHP Listed 02/28/2008 86001253
ODOT's Bridge Inventory				
SFN1869590	Z17 E446612 N4593717	07/01/1925	E. 71 st and Quincy under NS – 7 span steel girder	Not Applied
Ohio Historic Inventory				
CUY-00012-06 Woodland Cemetery Gate	Z17 E446395 N4592943	1870	High Victorian Gothic Ceremonial Structure Space	National Register Listed as Part of Woodland Cemetery 86001253

4.1.3 Neighborhood Characterization

A review of the National Register, OHI, and Cleveland Landmark forms, and a review of the research files generally characterized the immediate vicinity of the Central Neighborhood as a dense urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture, with a mix of modest neighborhood commercial buildings and large areas of modern industry. Much of the residential structures are comprised of the Front-Gable and Gabled-ElI structure type, with an occasional Bungalow, Cleveland Double, American Four Square, Folk Victorian type structure. These residential structures sit on a narrow lot, within in close proximity to the street and sidewalk. The development and redevelopment of a retail business district occurred in the vicinity of the area that includes the corner of Woodland Ave.,

Kinsman Rd., and E. 55th St.. Steel mills and industrial sites, dominated the industrial skyline of this area. As a result of this industrialization, more railroads crosscut the area forming the boundaries for this neighborhood with a mix of residential areas and factory sites. Cleveland officials in the 1930s enacted one of the nation's first urban renewal projects via the development of housing projects. Many of the single residential structures of the Central Neighborhood were replaced by these housing projects. One of the largest public housing complexes is located along the west side of E. 55th St. and the north side of Woodland Ave.. Additionally, with rapidly deteriorated living conditions in East Central, homes and apartment dwellings were subdivided into one-room kitchenette apartments to maximize income. By the mid-twentieth century, further urban renewal projects removed much of the remaining blighted portions of the neighborhood with both highway corridor and institutional development.

The field reconnaissance effort supports this general characterization of the immediate Central vicinity as an urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture with areas of industry and commercial retail. Much of the area is undergoing a state of transformation with the demolition and abandonment of residential and small commercial structures. Many of these structures have been altered with application of modern siding materials, replacement windows, enclosure or removal of porches, and the appendage of additions. In addition, many of the early nineteenth century housing projects have been demolished and replaced with modern, semi-attached townhouse designed units. Many of the commercial blocks and buildings have been demolished and some replaced with modern commercial strips with front parking lots. The few remaining industrial sites have been altered.

4.2 Field Investigations

The literature review revealed that a total of one previously recorded history/architecture resource and one bridge have been identified within the portion of the APE that lies within the Central Neighborhood. The Phase I History/Architecture Survey field investigations confirmed that none of the previously identified individual history/architecture resources within the Central Neighborhood APE have been demolished.

The Phase I History/Architecture Survey field investigation identified an additional 6 history/architecture resources 50 years of age or older contained within the Central Neighborhood APE.

In total, the Central Neighborhood APE contains:

- 1 Individually listed NRHP resource
- 0 NRHP Districts
- 0 Resources determined eligible for the NRHP
- 1 Cleveland Landmark
- 0 Cleveland Landmarks Historic District
- 0 OHI recorded resources

- 0 HAER recorded resource
- 1 Bridge in the ODOT Bridge Inventory and/or GCRTA Bridge Inventory (NRHP Eligibility Not Applied)
- 6 History/architecture resources 50 years of age or older
- 0 Bridges not included in ODOT/GCRTA Bridge Inventory or bridge structures without a Structural File Number (SFN)

Table 2B - History/Architecture Resources within the Central Neighborhood of the APE summarizes the results of the Phase I survey effort for all identified history/architecture resources within the APE. **Figure 7** shows the location of each of these resources. The location of each corresponding resource photograph is presented in **Figure 8**.

Table 2B. Identified History/Architecture Resources within the Central Neighborhood Area of Potential Effect.

4.3 Central Neighborhood Recommendations

The Central Neighborhood portion of the APE currently contains the boundaries for the National Register listed Woodland Cemetery (86001253), along the north side of Woodland Ave. between E. 66th St. and E. 71st St., which conforms to the legal property limits of the resource. Based on current documentation, the existing NRHP boundaries are concurred with and no expansion or contraction of the NRHP boundaries is recommended.

The Central Neighborhood has historically been home to working-class families of Eastern-European and African American decent who utilized the neighborhood's commercial areas and worked in the nearby industries. The area is significant for its association with Eastern-European ethnic groups that settled in the neighborhood to work in the surrounding neighborhood industries, and for public housing developments. The significance of the neighborhood is best communicated through the dense fabric of the area, consisting primarily of urban vernacular worker class architecture from the mid and late nineteenth to the early and mid twentieth century, modest commercial buildings from the mid and late nineteenth to the early and mid twentieth century, associated ethnic social halls, religious structures, and early twentieth century public housing.

The character defining elements of the vernacular residential resources include porches, fenestration, building scale, roof shape, cladding, and building relationship to the street. The character defining elements of the commercial resources include fenestration, store fronts, building scale, roof shape and, building relationship to the street. The public housing defining elements include dense multi-story, multi-unit structures with uniform, Unitarian, and modest architectural design.

Many of the individual resources have been altered with the application of modern siding materials; removal or enclosure of porches; partial or full replacement of windows; modification to the fenestration; minor or substantial additions; or demolition with some buildings in a state of advanced or neglect. None of the individual history/architectural resources identified within the Central Neighborhood portion of the APE retain sufficient integrity to convey historic significance and therefore do not meet the National Register Criteria for Evaluation.

Much of the Central Neighborhood portion of the APE has been impacted by demolition of individual resources. This portion of the APE was reviewed to determine if there were areas within the APE that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as a historic district. The APE has undergone a substantial amount of demolition and neglect, with some areas of modern construction and development. Workmanship, design, feeling, association and materials have been substantially altered due to demolition, neglect and modern construction within the APE. Due to this loss of integrity, it was determined that no areas within the APE possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or

objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as an historic district.

The APE within the Central Neighborhood contains the NS rail line/GCRTA Red Line/Green Line/Blue Line transit corridor and a NS corridor. No bridges listed on the NRHP are located within this portion of the APE, individually or as part of a historic district. There is one bridge, associated with NS within this portion of the APE. The transit lines and railroad are not representative of a historic pattern or the development of the Central Neighborhood. Individually, the bridge is not of a type and date of construction eligible for inclusion on the NRHP based on the historic survey, the *Context for Common Historic Bridge Types* (October 2005 NCHRP Project 25-25, Task 15), and the 2009 ODOT Historic Bridge Inventory for Eligible/NR Listed Bridges, approved by ODOT, the FHWA and The OHPO on April 28, 2010. Based on loss of integrity and year of construction, metal rolled multi-beam bridges possess low significance within the context of this bridge type.

In addition to the above identified bridge, the rail transit corridor contains modern tracks, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current day demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern structures. The bridge structures located within this rail corridor no longer retain integrity to convey significance and are not individually eligible for the National Register. Workmanship, design, feeling, association and materials have been altered due to modifications to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the National Register Criteria for Evaluation as a linear resource.

Based on the above recommendations, Phase II History/Architecture Surveys are not warranted for the Central Neighborhood portion of the APE based on the existing documentation.

5.0 KINSMAN NEIGHBORHOOD

5.1 Literature Review

5.1.1 Kinsman Neighborhood Historic Context

Adjacent to and east of North Broadway is Cleveland's Kinsman Neighborhood. The proposed project area intersects this neighborhood along its northern border.

Population expansion into the Kinsman Neighborhood was facilitated by the development of the streetcar lines that followed the course of Woodland Ave. The neighborhood was subsumed by the City of Cleveland at the same time the adjacent North Broadway became a part of the city – ca. 1872-1873. As with North Broadway, this neighborhood largely evolved with the simultaneous establishment of industry, in this case, the metals industry, which was centered along the north-south route of E. 79th St. A mix of residential and industrial properties sprang up; the residential properties largely supporting workers' families (CSU 2005b).

One of the more prominent metal industries harbored in this neighborhood was the Cleveland Wrought Iron Fence Company (CUY-0986-06), 2685 E. 79th St., established in Cleveland in 1878 by Jason H. Van Dorn (Van Dorn had started an earlier fence company in Akron, Ohio in 1872 before moving the business to Cleveland). Located south of St. Joseph's Cemetery (CUY-09026-06, E. 79th St. and Woodland Ave., and the Cleveland Workhouse (see below) on E. 79th St., the firm originally crafted ornamental iron and eventually transitioned to become the largest producer of jail cells in the country. In 1884, it reorganized under the name of the Van Dorn Iron Works Company. After its expansion, the company included structural steel that supported the developing automotive industry during the early years of the twentieth century, as well as armor plating for vehicles during the World Wars. Eventually, the firm combined with and expanded into the plastics business with an emphasis on food container development, becoming the Van Dorn Company in 1964 (CWRU/WRHS 2005b). By 1912, other industries in this neighborhood included the Mechanical Rubber Company, Eberhardt Mfg. Co., and the Glidden Varnish Company (**see Figure 13**). The former Van Dorn Iron Works industrial complex on the east side of E. 79th St. has been demolished. One of the associated Van Dorn office structures (CUY-09000-06), 2700 E. 9th St., is still standing and is currently being used by the Orlando Baking Company for operations.

Hungarians first began settling in Cleveland in large numbers ca. 1890 on the near West Side (Lorain-Columbus area). However, the first area to be known as "Little Hungary" was settled ca. 1900 on the East Side near the intersection of E. 79th St. and Holton Ave. in the Kinsman Neighborhood. The West Side Hungarians were typically skilled laborers and the East Side Hungarians were generally unskilled, and the two groups initially had very little contact. By 1917, Cleveland had six Hungarian communities, but by 1930 there were only two communities: one on the West Side near W. 25th St. and one on the East Side centered along Buckeye Rd. in the area stretching from E. 72nd St. to E. 130th St. (the eastern part of this area also includes parts of the Woodland Hills and Buckeye-Shaker Neighborhoods) (Levy 1972) (**See Figure 14**).

A 1910 map showing the distribution of ethnicity in Cleveland indicates that the greater portion of the Kinsman area was occupied by “Slavs” and Hungarians (Orth 1910). By the 1920s, the population continued to consist primarily of Hungarians, while Jewish, and “native whites” (probably referring to the earlier residents of German or Irish descent) also occupied pockets of the area (Anonymous 1923). By 1940, however, over 40,000 people of Hungarian origin or descent occupied the area, and formed one of the largest Hungarian settlements in the United States (CWRU/WRHS 2005c; Miggins and Morgenthaler 1988).

Although there was a modest increase in Hungarian population through the 1950s, the bonds that held that community unified eventually began to unravel as younger Hungarian-Americans migrated out of the neighborhood. By that time, the African American population began to supersede the dwindling and physically older Hungarian population. In 1960, only 55.4 percent of Cleveland’s Hungarians lived in the city, and subsequently, most East Side Hungarians have relocated to suburban areas like Garfield Heights, Maple Heights, Bedford, Cleveland Heights, and Solon (Levy 1972). Records indicate that in 1972, 43 percent of the Kinsman Neighborhood population was African American. Racial strife during the 1970s contributed to the degradation of the neighborhood (CWRU/WRHS 2005c).

A landmark in the Cleveland Hungarian community within the project area is NRHP listed St. Elizabeth Magyar Roman Catholic Church (NRHP # 76001402), located at 9016 Buckeye Rd. The Church, rectory (CUY-09300-10) and its social hall (CUY-00654-10), were designated Cleveland Landmark No. 155 in 1973, and the property was listed in the National Register in 1976. The church, designed by Emile Ulrich, was built between 1918 and 1922 and is a significant example of the Italian Baroque style. The parish, founded in 1892, is significant as the first Hungarian Roman Catholic parish in the nation (Johannesen 1975).

Other resources of note within the Kinsman Neighborhood include St. Joseph’s Cemetery, the Woodland Recreation Center, and the former site of the Cleveland Workhouse. St. Joseph’s Cemetery (CUY-09025-06), containing some 18,000 burials, is located between Woodland Ave. and the Rapid Transit rail line. The extant cemetery was consecrated in 1849 and served the former parish of St. Joseph that existed at that time in the vicinity of the corner of Woodland and E. 21st St. The burial ground is the oldest Catholic cemetery in the City of Cleveland; its first burial occurred in 1849. The names on the earliest graves bespeak the Irish and German origins of many of the community’s first residents (Vigil 1999; Orth 1910).

The Woodland Recreation Center (CUY-00945-10; formerly the Woodland Ave. Bathhouse), located at the southwest corner of Woodland and E. 93rd St., was built in 1915 and was the fourth public bath constructed by the City of Cleveland. The facility was built in an era when many neighborhood homes lacked bathtubs, and its design was influenced by Roman precedents. The building was designed by architect William S. Lougee and built by contractor Andrew Dall at a cost of \$46,000. The building originally contained a swimming pool, gymnasium, and club rooms. The facility is now a community “level A” park and the site contains 1.14 acres, an indoor pool, rubber playground, and 24 parking spaces. In 1992, the

building was cleaned and repointed, and replacement windows and doors were installed. An adjacent portion of Kennedy St. has recently been vacated and was taken over by the center to provide access to an expanded parking lot. An outdoor pool and new playground were recently built. The Woodland Recreation Center was recorded in the Ohio Historic Inventory in 1976 (CUY-940-10), and it was designated a Cleveland Landmark on February 2, 1990 (Fisher and Johannesen 1976; Johannesen 1979). The resource was determined eligible for the NRHP on April 8, 2001, under Criteria A and C as part of Section 106 Review and Compliance #983912.

Located about 1,000 ft west of St. Joseph's Cemetery, on the corner of Woodland Ave. and E. 79th St., was the former site of the Cleveland Workhouse. The city workhouse, existing at that locale between 1871 and 1912, formed one of four "farms" in the Cleveland area. Formally titled the Cleveland Workhouse and House of Correction and Refuge, this institution served as the Correction Farm and housed inmates in dormitory-style settings at the same time training/employing said inmates in a variety of skills including brush manufacturing, blacksmithing, orchard maintenance, dairying, gardening, woodworking, among others. It was considered for its time to be one of the "most progressive penal institutions of its kind" in the United States (CWRU/WRHS 2005d) (see **Figure 15**). Between 1913 and the mid 1950s, the structure was used by the City Water Works Department.

Between 1955 and 1956, this 6.1 acre site located between E. 75th St. and E. 79th St. south of Woodland Ave. was developed by a private developer, Community Development Inc., as part of urban renewal plans for the East Woodland area. The Community Apartments (CUY-08994-06), as they were originally known, were deeded to the Union Commerce Bank of Cleveland in trust, and occupants had the option to rent or purchase their units. The units were designed by architect Max Ratner and built by the Cleveland Community Builders Company. Purchasers were issued owner's certificates, which could then be sold so an owner could recoup his investment. The complex originally contained 148 units and 148 parking spaces. One hundred twenty-two of the units contained two bedrooms and 780 square feet, while 26 of the units contained three bedrooms and 1,120 square feet. Rent was initially \$79.50 and \$95.75 monthly for two- and three-bedroom units, respectively. Alternatively, these units could be purchased for \$8,750 or \$10,800, respectively, which required a monthly payment of \$59.00 or \$71.50 (after a \$1,750 or \$2,000 mandatory down payment). The Community Apartments were the first low-rent private apartments to be built in central Cleveland since WWII, and it was hoped that families dislocated from other slum clearance projects would be able to reside there (Cleveland Urban Renewal Agency 1957). The apartments have since been subdivided to create additional units.

Another major, privately constructed, urban renewal development that occurred in Kinsman in 1956-57 was Garden Valley. Located south of the APE, Garden Valley was constructed by filling in portions of Kingsbury Run in the area south of Kinsman Rd. and west of E. 79th St. The 266-acre development consisted of a mixture of newly constructed public housing estates (732 units) and the rehabilitation of 250 existing houses in the area. Additional amenities included a 7-acre playground (created by terracing parts of the Kingsbury Run gully), two churches, two schools, and a retail neighborhood shopping center (Cleveland Urban Renewal Agency 1957).

5.1.2 Previous History/Architecture Investigations

The literature review revealed that a total of 15 previously recorded history/architecture resources and 19 bridges have been identified within the portion of the APE (**Figures 6a, 6b, and 6c**) that lies within the Kinsman Neighborhood. These resources are identified in **Table 1C – Previously Recorded History/Architecture Resources within the Kinsman Neighborhood of the APE**.

Of the previously identified history/architecture resources, the APE within the Kinsman Neighborhood contains:

- 2 Individually listed NRHP resources
- 0 NRHP District
- 1 Resources determined eligible for the NRHP (R&C 983912)
- 2 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 14 OHI recorded resources
- 1 HAER recorded resource
- 19 Bridges in the ODOT’s Bridge Inventory

Some individual resources have been recorded on multiple forms including the OHI forms, NRHP, Cleveland Landmarks, or HAER. Of the two individually listed NRHP resources, one is a Cleveland Landmarks, and one has been recorded on an OHI form. Of the two listed Cleveland Landmarks, one is listed on the NRHP, and one has been determined eligible for the NRHP and recorded on an OHI form. The one HAER recorded resources was also recorded on an OHI form.

The literature review revealed that one determination of eligibility for history/architecture resources was made by state or federal agencies and concurred with by the OHPO. On April 8, 2001, the ODNR determined the Woodland Recreation Center eligible for the NRHP under Criterion C (R&C 983912).

Of the 19 previously identified bridges within the Kinsman Neighborhood APE, four have been determined Not Eligible for the NRHP, and 15 have not had the NRHP eligibility status applied.

The NRHP Criteria was not applied by the OHPO to the remaining history/architecture resources with an OHI form. It is assumed that these history/architecture resources were not surveyed and recorded as part of a Section 106 compliance project.

Table 1C. Previously Recorded History/Architecture Resources within Kinsman Neighborhood of the APE.

<i>Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen</i>	<i>Collection Date(s): Aug. – Nov. 2009 PID 77333</i>
--	---

OHI/Structure Number/Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
National Register Historic Districts				
National Register				
St. Elizabeth's Magyar Roman Catholic Church	Z17 E447950 N4592600	1892 and 1918-1922	Italian Baroque Church	NRHP Listed 11/05/1975 76001402
Weizer Building CUY-00956-10	Z17 E447950 N4592620	1913-1928	Turn of the Century Commercial Building	NRHP Listed 02/08/1988 88000055 Demolished
Determinations of National Register Eligibility				
Woodland Recreation Center CUY-940-10	Z17 E448061 N4592924	1915	Classical Revival Public Bath House	R&C# 983912 Eligible Criterion A & C 04/08/ 2001 Cleveland Landmark 10/25/1989
HAER Recorded Resources				
CUY-00986-06 Van Dorn Iron Works	Z17 E447180 N4592620	c. 1890	Colonial Revival Mill/Processing/Manufacturing Facility	Not Applied
Cleveland Landmarks				
St. Elizabeth Roman Catholic Hungarian Church	Z17 E447950 N4592600	1892 and 1918-1922	Italian Baroque Church	Cleveland Landmark 10/07/1974 NRHP Listed 11/05/1975 76001402
Woodland Avenue Bath House CUY-940-10	Z17 E448061 N4592924	1915	Classical Revival Public Bath House	Cleveland Landmark 10/25/1989 R&C# 983912 Eligible Criterion A & C 04/08/2001
ODOT's Bridge Inventory				
SFN 1807382	Z17 E447613 N4593076	07/01/1933 Major Rehab 01/01/1994	Buckeye over GCRTA Red Line and NS - 6 span continuous steel beam	Not Eligible
SFN 1812300	Z17 E446109 N4592615	07/01/1928 Major Rehab 01/01/1992	Kinsman over GCRTA Red/ Green Line and NS - 7 span steel beam	Not Applied
SFN 1812335	Z17 E446197 N4592552	07/01/1928 Major Rehab 01/01/1992	Kinsman over GCRTA Red/ Green Line and NS - 4 span steel beam	Not Applied
SFN 1867180	Z17 E446871 N4592871	07/01/1931	E. 75th St. over GCRTA Red Line and NS - 6 span steel beam	Not Eligible
SFN 1869388	Z17 E447149 N4592909	07/01/1931	E. 79th St. over GCRTA Red Line and NS - span steel beam	Not Eligible
SFN 1869795	Z17 E447869 N4593255	07/01/1931	E. 89th St. over GCRTA Red Line and NS - 5 span steel beam	Not Eligible

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen			Collection Date(s): Aug. – Nov. 2009 PID 77333	
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
SFN 1807412	Z17 E448131 N4592734	07/01/1910	Buckeye Avenue under CSX – 3 span continuous steel beam	Not Applied
SFN 1840614	Z17 E448367 N4593151	17/01/1910	CSX over Woodland - 5 span steel girder	Not Applied
SFN 1869353	Z17 E447130 N4593066	07/01/1925	NS over E. 79th St. – 3 span steel girder	Not Applied
SFN 1869361	Z17 E447158 N4592317	07/01/1992 (1922?) Major Rehab 01/01/0994	GCRTA Blue/Green Line over E. 79 th St. – 3 span steel beam simple span	Not Applied
SFN 1869787	Z17 E447722 N4593147	07/01/1931 Major Rehab 01/01/2006	Woodland over GCRTA Red Line and NS - 4 span steel beam simple span	Not Applied
SFN 1874544	Z17 E447499 N4592409	1915	GCRTA Blue/Green Line over E. 83 rd St.	Not Applied
SFN 1892398	Z17 E446321 N4592640	07/01/1929 Major Rehab 12/16/1997	Grand Ave. under the GCRTA Red Line – 2 span steel thru girder	Not Applied
SFN 1894439	Z17 E446870 N4592356	07/01/1915 Major Rehab 01/01/1992	E. 75 th St. under GCRTA Blue/Green Line – 3 span steel thru girder	Not Applied
SFN 1894501	Z17 E447312 N4592358	1915	GCRTA Blue/Green Line over E. 81 st St. – single span skewed concrete arch	Not Applied
SFN 1894609 CUI-02511-11	Z17 E447700 N4592240	1916	GCRTA Blue/Green Line over Holton Ave. and NS. 5 span, open spandrel, skewed concrete arch	Not Applied
SFN 1894633 CUI-02512-10	Z17 E447880 N4592320	1916 Major Rehab 09/25/1996	E. 92 nd St. under GCRTA Blue/Green Line (Concrete Arch) – Single span, skewed concrete arch	Not Applied
GCRTA #28	Z17 E447243 N4592921	1931	NS over GCRTA Red Line and NS/CSX east of E. 79 th St. and west of Buckeye	Not Applied
GCRTA # 32	Z17 E446702 N4592791	1951	GCRTA Red Line Concrete Viaduct over vacated RR spur adjacent to Grand Ave.; east of SFN 1892398 and west of E.75 th St.	Not Applied
Ohio Historic Inventory				
CUI-00940-10 Woodland Rec Center/ Woodland Ave Public Baths	Z17 E448079 N4592906	1915	Colonial Revival Social/Civic	Not Applied
CUI-00954-10 St Elizabeth's Hall	Z17 E448001 N4592571	1917	Neo-Classical Revival Religious Hall	Not Applied

<i>Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen</i>			<i>Collection Date(s): Aug. – Nov. 2009 PID 77333</i>	
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
CUY-00955-10 Missionary Baptist Church/ Most Holy Trinity Catholic Church	Z17 E448080 N4592770	1915	Late Gothic Revival Church/Religious Structure	Not Applied
CUY-00956-10 Weizer Block	Z17 E447988 N4592634	1913	Exotic Revivals Commercial Block COMMERCIAL	Demolished NRHP Listed 02/08/1988 88000055
CUY-00957-10 Kessler's Freight Co/ Nat'l Hungarian Hall	Z17 E447791 N4592706	1901	Vernacular Retail Store/Shop/ Meeting Hall	Demolished
CUY-00986-06 Van Dorn Co/ Cleveland Iron Fence Works	Z17 E447174 N4592628	1904	Colonial Revival Mill/Processing/Manufacturing Facility	Not Applied
CUY-00987-06	Z17 E446771 N4592491	1880	Gothic Revival Single Dwelling	Demolished Not Applied
CUY-00988-06 Rawlings Junior High School	Z17 E446949 N4592321	1922	Mission School	Demolished
CUY-00989-06 2nd New Hope Baptist Church/1st Hungarian Reformed Church	Z17 E447124 N4592148	1904	Romanesque Revival Church/Religious Structure	Not Applied
CUY-00990-06 Elizabeth Baptist Church/1st Hungarian Baptist Church	Z17 E447244 N4592280	1913	Late Gothic Revival Church/Religious Structure	Not Applied
CUY-00992-06 Hungarian Lutheran Orphanage	Z17 E447202 N4592383	1913	Vernacular Church Related Structure	Not Applied
CUY-00994-06 Hartsfield Tabernacle Church/1st Hungarian Lutheran Church	Z17 E447254 N4592383	1894	Vernacular Church/Religious Structure	Not Applied

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen			Collection Date(s): Aug. – Nov. 2009 PID 77333	
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
CUY-00995-06 Public Library - Garden Valley/ Kinsman Rd Methodist Church	Z17 E446644 N4591991	1926	Late Gothic Revival Church/Religious Structure	Not Applied Demolished
CUY-01021-06	Z17 4E46480 N4592240	1893	Vernacular Single Dwelling	Not Applied

5.1.3 Kinsman Neighborhood Characterization

A review of the National Register, OHI, and Cleveland Landmark forms, and a review of the research files generally characterized the immediate vicinity of the Kinsman Neighborhood as a dense urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture, with a mix of modest neighborhood commercial buildings and large areas of modern industry. Much of the residential structures are comprised of the Front-Gable and Gabled-Ell structure type, with an occasional Bungalow, Cleveland Double, American Four Square, Folk Victorian type structure. These residential structures sit on a narrow lot, within in close proximity to the street and sidewalk. The development retail business occurred in the areas along Woodland Ave., Kinsman Rd., and Buckeye Rd. The Kinsman Neighborhood largely evolved in associate with the establishment of metals industry that is centered along the north-south route of E. 79th St.. A mix of residential and industrial properties sprang up; the residential properties largely supporting workers' families. As a result of this industrialization, more railroads crosscut the area forming a mix of bisected residential areas and factory sites.

A landmark in the Cleveland Hungarian community within the project area is NRHP listed St. Elizabeth Magyar Roman Catholic Church (NRHP # 76001402), including the rectory, and its social hall. Other resources of note within the Kinsman Neighborhood include St. Joseph's Cemetery (CUY-09026-06); the Woodland Recreation Center (CUY-00945-10), formerly the Woodland Ave. Bathhouse located at the southwest corner of Woodland and E. 93rd St.; and the former site of the Cleveland Workhouse (the area of Woodland Ave. and E. 79th St.) developed as part of urban renewal plans for the Community Apartments (Resource No. CUY-08994-06). Another major privately constructed urban renewal development that occurred in Kinsman Neighborhood in 1956-57 was Garden Valley. Portion of Garden Valley are located within the southern portion of the Kinsman Neighborhood APE. The 266-acre Garden Valley development was constructed by filling in portions of Kingsbury Run in the area south of Kinsman Ave. and west of E. 79th St. and consisted of a mixture of newly constructed public housing estates (732 units) and the rehabilitation of 250 existing houses in the area. Additional amenities included a 7-acre playground (created by terracing parts of the Kingsbury Run gully), two churches, two schools, and a retail neighborhood shopping center.

To a great extent, the field reconnaissance effort supports this general characterization of the Kinsman Neighborhood and its vicinity as an urban area comprised of late nineteenth, and early to mid twentieth century domestic architecture with areas of industry and commercial retail. Much of the area is undergoing a state of transformation with large areas of vacant parcels as the result of demolition, and the abandonment of residential and commercial structures. Many of the remaining residential structures have been altered with application of modern siding materials, replacement windows, enclosure or removal of porches, and the appendage of additions. In addition, the portion of the Garden Valley public housing development with the APE has been demolished and the lot is undergoing redevelopment as semi-attached townhouses. A few modern residential houses, with a greater set-back from the street and an attached garage, have been interspersed with remaining residential structures or clustered together along mostly vacant city blocks. Many of the commercial blocks and buildings have been demolished and some replaced with modern commercial strips with front parking lots. Many of the large industrial sites are in a state of decay and in the process of being demolished. A large modern bakery facility has been constructed between E. 75th St. and E. 79th St. along the southern side of the railroad tracks and is in the process of further expansion.

5.2 Field Investigations

The Phase I History/Architecture Survey field investigations confirmed that of five of the previously identified individual history/architecture resources within the Kinsman Neighborhood AP have been demolished. The demolished resources include:

- 88000055, CUY-00956-10, Weizer Block, 8937 Buckeye Ave.
- CUY-00957-10 Kessler's Freight Co., 8802 Buckeye Ave.
- CUY-00987-06, 7301 Grand Ave.
- CUY-00988-06 Rawlings Junior High School, 7520 Rawlings Ave.
- CUY-00995-06 , Public Library - Garden Valley, 7100 Kinsman Rd.

The Phase I History/Architecture Survey field investigation identified an additional 183 history/architecture resources 50 years of age or older contained within the Kinsman Neighborhood APE.

In total, the Kinsman Neighborhood APE contains:

- 1 Individually listed NRHP resources
- 0 NRHP Districts
- 1 Resource determined eligible for the NRHP
 - R&C #983912 Woodland Recreation Center – Criterion A and C
- 2 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 9 OHI recorded resources
- 1 HAER recorded resource
- 19 Bridges in the ODOT Bridge Inventory and/or GCRTA Bridge Inventory(4 Note Eligible, 15 NRHP Eligibility Not Applied)

- 183 History/architecture resources 50 years of age or older
- 6 Bridges not included in ODOT/GCRTA Bridge Inventory or bridge structures without a Structural File Number (SFN)

Table 2C - History/Architecture Resources within the Kinsman Neighborhood of the APE summarizes the results of the Phase I survey effort for all identified history/architecture resources within the APE. Figure 7 shows the location of each of these resources. The location of each of photograph is presented in Figure 8.

Table 2C. Identified History/Architecture Resources within the Kinsman Neighborhood Area of Potential Effect.

5.3 Kinsman Neighborhood Recommendations

The Kinsman Neighborhood portion of the APE currently contains the boundaries for the National Register listed St. Elizabeth's Magyar Roman Catholic Church (76001402) and the Weizer Building (88000055), and the NRHP determined eligible Woodland Recreation Center (R&C 983912). The Weizer Building (88000055) has been demolished. The Woodland Recreation Center has been determined eligible under Criterion A and C with its boundaries conforming to its legal property limits. Based on current documentation for the resource, the existing NRHP boundaries are concurred with and no expansion or contraction of the NRHP boundaries is recommended.

The existing boundary for the National Register listed St. Elizabeth's Magyar Roman Catholic Church appears to encompass the church structure itself and is identified as less than one acre. The property on which this resource is located also contains two associated church structures (CUY-00954-10 and CUY-09300-10), also located at 9016 Buckeye Ave. The resources are recommended eligible for inclusion on the NRHP as contributing components to the St. Elizabeth's Magyar Roman Catholic Church NRHP nomination. Historic boundaries would conform to the Cleveland Landmark historic boundaries for the NRHP listed church which include both CUY-0954-10 and CUY-009300-10 as written in the Cleveland Landmarks ordinance. The Cleveland Landmarks Commission, a Certified Local Government (CLG), documents the architect of St. Elizabeth's Hall as Emile Uhlich, the same architect of St. Elizabeth's Magyar Roman Catholic Church (NRHP). Emile Uhlich also designed, the now demolished, Weizer Building (NRHP). The CLG's documentation is sufficient to support the two resources are contributing components of the St. Elizabeth's Magyar Roman Catholic Church (NRHP). Additional surveys (by others) may need to be conducted to determine whether they were individually eligible; however, for the purpose of this survey, no further investigations are warranted.

The Van Dorn Company Office Building (CUY-09000-06), located at 2700 E. 79th St. is a five-story, brick office building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized brick quoins, prominent stone cornice, decorative entry, and modest stone decorative elements. The resource may be associated with the significant period in the life/works of Van Dorn Iron Works Company (established company in 1878 (HAER 1976)); importance of the steel industry to the economic development of Cleveland (Johannesen 1979; McMillian 2008; Campbell, et. al 1988); and migration and settlement of the APE by Hungarians who worked at the industry. The Van Dorn Iron Works Company was largest producer of jail cells in world at one time (HAER 1976). Many of the buildings associated with the Van Dorn complex have been designed by Van Dorn, William Dunbar or Ernest McGeorge (HAER 1976). According to the book, *Cleveland, A Concise History, 1796-1996, Second Edition*, by Carol Poh Miller and Robert A. Wheeler (1997), a trend among Cleveland employers during the "Progressive Years, 1900-1914" was identified: "Many Cleveland employers-including Joseph & Feiss, Ferry Cap & Screw, and Federal Knitting Mills—testified that it was in their own interest to offer English classes in order to improve labor-management relations and communication among workers" (Poh Miller et. al 1997). A Phase II History/Architecture

Survey is recommended to be conducted to determine NRHP eligibility of the resource for its association with these identified aspects of significance and the applicability of Criterion C for building techniques and the association with an important designer or early building technology.

Bridge structures SFN 1894609 (CUY-09301-10) and SFN 1894633 (CUY-09302-10) are located on the southern boundary of the APE. SFN 1894609 (CUY-09301-10) carries the GCRTA Green/Blue Line over Holton Ave. and NS rail lines. This skewed bridge is a reinforced concrete, open spandrel, rib arch bridge with steel through truss span over NS rail lines. SFN 1894633 (CUY-09302-10) carries the GCRTA Green/Blue Line over E. 92nd St. This skewed bridge is a reinforced concrete, open spandrel, rib arch bridge with an attached steel deck truss span over E. 92nd St. on the north elevations. While these two bridges are common bridge types typical of railroad bridge construction of that period, they are not reflective or typical of railroad bridges along the GCRTA's Green/Blue Line or NS's rail corridor that runs through the project area. The bridges appear to be within the period of the Van Sweringen brothers' development of the limited transit system connecting Shaker Heights with Downtown Cleveland. The two bridges are eligible for inclusion without further investigations due to association with Van Sweringen Brother's efforts to link Shaker Heights with downtown Cleveland; with engineer, Wilbur Watkins; and, as an early example of a historic bridge type and design (*2009 Ohio DOT Historic Bridge Inventory; A Context for Common Historic Bridge Types, NCHRP Project 25-25 Task 15* (NCHRP 2005); Johannesen 1979; McMillian 2008).

Historically, the Kinsman Neighborhood has been home to working-class families of Eastern-European decent who used the neighborhood's commercial areas and worked in the nearby industries. The area is significant for its association with Eastern-European ethnic groups that settled in the neighborhood to work in the surrounding neighborhood industries. The significance of the neighborhood is best characterized through the dense fabric of the area, consisting primarily of urban vernacular worker class architecture from the mid and late nineteenth to the early and mid twentieth century, modest commercial buildings from the mid and late nineteenth to the early and mid twentieth century, associated ethnic social halls, and religious structures.

The character defining elements of the vernacular residential resources include porches, fenestration, building scale, roof shape, cladding, and building relationship to the street. The character defining elements of the commercial resources include fenestration, store fronts, building scale, roof shape and, building relationship to the street.

Many of the individual resources have been altered with the application of modern siding materials; removal or enclosure of porches; partial or full replacement of windows; modification to the fenestration; minor or substantial additions; or demolition with some buildings in a state of advanced decay or neglect. None of the remaining individual history/architectural resources identified within the Kinsman Neighborhood portion of the APE retain sufficient integrity to convey historic significance and therefore do not meet the National Register Criteria for Evaluation.

Much of the Kinsman Neighborhood portion of the APE has been impacted by demolition of individual resources. This portion of the APE was reviewed to determine if there were areas within the APE that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as a historic district. The APE has undergone a substantial amount of demolition and neglect, with some areas of modern construction and development. Workmanship, design, feeling, association and materials have been substantially altered due to demolition, neglect and modern construction within areas of the APE. While there are individually listed or eligible NRHP resources within the Kinsman Neighborhood, and one NRHP listed resource has been demolished, due to the loss of integrity, it was determined that no areas within the APE possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as an historic district.

The APE within the Kinsman Neighborhood contains NS rail lines, the CSX rail lines, and the NS rail lines/GCRTA Red Line/Green Line/Blue Line transit corridor. No bridges listed on the NRHP are located within this portion of the APE, individually or as part of a historic district. In addition to bridge structures SFN 1894609 (CUY-09301-10) and SFN 1894633 (CUY-09302-10), there are 17 bridges associated with the NS, CSX, and the GCRTA Red Line/Blue Line/Green Line located within this portion of the APE. The transit lines and railroads are not representative of a historic pattern or the development of the Kinsman Neighborhood. Individually, the 17 bridges are not of a type and date of construction eligible for inclusion on the NRHP based on the historic survey, the *Context for Common Historic Bridge Types* (October 2005 NCHRP Project 25-25, Task 15), and the 2009 ODOT Historic Bridge Inventory for Eligible/NR Listed Bridges, approved by ODOT, the FHWA and the OHPO on April 28, 2010. Based on loss of integrity from minor and major rehabilitations and year of construction, metal rolled multi-beam bridges and metal built-up girder bridges possess low significance within the context of this bridge type.

This rail transit corridor contains modern tracks, buildings, maintenance facilities, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern structures. The bridge structures located within this rail corridor no longer retain integrity to convey significance and are not individually eligible for the National Register. Workmanship, design, feeling, association and materials have been altered due to modifications to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the National Register Criteria for Evaluation as linear resources.

Additional Phase II History/Architecture Surveys are not warranted for the Kinsman Neighborhood portion of the APE based on the existing documentation.

6.0 FAIRFAX NEIGHBORHOOD

6.1 Literature Review

6.1.1 *Fairfax Neighborhood Historic Context*

The Fairfax Neighborhood, annexed to Cleveland in 1872, is situated east of Central and north of the Kinsman neighborhoods and comprises an area of about 25 blocks, and is roughly bounded by Euclid on the north, E. 105th St. and Woodhill Rd. on the east, Woodland on the south, and E. 71st St. on the west. The APE intersects the Fairfax Neighborhood along its eastern and southeastern border. Residentially, it contains a housing stock that is comprised principally of both single and multi-family dwellings mainly constructed from ca. 1910-1945 (Free 2000). The neighborhood is also home today to several important Cleveland and internationally recognized institutions including the Cleveland Clinic (founded in 1921), which today stretches along the Carnegie Ave. corridor from E. 89th St. to E. 105th St.; the Cleveland Playhouse (founded in 1917) located on the corner of E. 86th St. and Euclid Ave.; and the interracial performing arts-related Karamu House (founded in 1917; located to its current site near the intersection of E. 89th St. and Quincy Ave. in 1949; NRHP #81001368; CUY-00927-06) (CSU 2005d; Miggins and Morgenthaler 1988).

Like many portions of Cleveland, the Fairfax Neighborhood's earliest inhabitants consisted of descendants of the original New England settler stock in addition to various northern European groups. By 1910, in addition to the aforementioned resident population, Bohemians settled in large numbers in the area between Quincy Ave. and Woodland Ave. (Orth 1910). By the 1920s, the population in the area diversified again to contain a mix of native white (concentrated along the Euclid Ave. corridor), African Americans, and Jews (Anonymous 1923). In 1920, some 34,000 people resided in the neighborhood. A decade later, the ethnic mix of the neighborhood grew to include an increasingly larger African American population. By 1950, population had reached its height of 39,000. With the out-migration from city neighborhoods that characterized much of Cleveland during the latter half of the twentieth century, the population of Fairfax dropped to roughly 13,000, and as recently as 2000, the Fairfax neighborhood contained only ca. 7,000 residents – 95.5% of whom were African American (Lenahan 2004; CSU 2005d).

Throughout its existence, the neighborhood variously contained a mixture of residential, commercial/retail business, and industrial operations. For example, Euclid Ave. – forming Fairfax's northern border – was the site of Cleveland's Millionaire Row and at one time contained some of the most beautiful late nineteenth century mansions in the country (CSU 2005d). Closer to its intersection with E. 105th St., a thriving business district had already developed by the end of the nineteenth century (see University Neighborhood description below). Also within or near the northern portion of the project area on the west side of E. 100th St. just above Carnegie Ave. (on the extreme eastern fringe of Fairfax), Cleveland's first malleable iron foundry was constructed ca. 1858. The site became the home of the Jones Mowing Machine Company soon thereafter, however, the process for creating malleable iron was still in its infancy. Located just north of this complex was a sorghum mill (Post 1930). By

the early twentieth century, retail business corridors were extant along both Cedar Ave. and Quincy Ave.

Just south of Quincy Ave. and north of the NS right-of-way, along E. 93rd St., the Peerless Motor Car Company (NRHP# 76001364, demolished) operated a factory between 1906 and 1931. The company formerly produced wringer washers and bicycles at a nearby Lisbon Rd. plant. In 1906, Peerless completed a 5.5 acre, 75,000 square foot facility north of the railroad tracks near Quincy Ave. and E. 93rd St. The landmark office building (now demolished) was completed in 1909. In 1910, the company began expanding on the south side of the railroad tracks, including a test track and connecting the two facilities with a tunnel. All buildings in the northern part of the facility have been demolished, but two buildings, which were originally part of the southern Peerless plant, are extant within the project APE. The test track is no longer extant, and the area currently contains a modern foundry and an auto-salvage yard. Resource CUY-09127-10, Building A was built in 1910 as a brass foundry and assembly plant (no.2), and resource CUY-09128, Building A, was another foundry built between 1913 and 1918 (**Figure 18**). Beginning in 1917-18, Peerless constructed several large additions to Resource CUY-09127-10, Building A, giving the building a large, square footprint. Peerless produced some of the finest luxury touring cars in the world, but the company decided in 1932 that brewing beer would be more profitable, and it purchased brewing rights from Carling of Canada. The company then converted the complex north of the railroad to a brewery and sold the buildings south of the railroad. In 1951, Resource CUY-09127-10 was occupied by the American Coach and Body Company and Resource CUY-09128-10 was occupied by the Wellman Bronze and Aluminum Company. Resource CUY-09127-10, Building B, was likely built in the 1930s or 40s and used as a boiler room and for storage of coal and patterns; Resource CUY-09127-10, Building B, was built sometime between 1951 and 1973, well after the time Peerless used the facility. Brewery operation at the northern facility ended in 1984 (CWRU/WRHS 2005e).

The Cleveland Clinic Foundation was incorporated in 1921 as an independent, non-profit, academic medical center. The clinic's founders, George W. Crile, Frank E. Bunts, William E. Lower, and John Phillips, modeled the Cleveland Clinic Foundation on the military model of cooperative medical specialties, to which they had been exposed while serving in WWI. In its day, the cooperative approach to medical care was revolutionary, as it was not generally accepted among the medical community. The first Cleveland Clinic building was constructed in 1921 at Euclid Ave. and E. 93rd St., and a 184-bed hospital was added by 1924. The clinic expanded greatly after WWII and focused on specialized medicine. In 1955, the foundation converted to a board of governors style of management. In the 1950s and 1960s, the clinic gained a national reputation for cardiac care, beginning with the discovery of cinecoronary angiography in 1958; the clinic has since built one of the largest cardiac practices in the world. The clinic also operates one of the nation's largest post-graduate educational programs. This program was expanded with the establishment of the Lerner College of Medicine at Case Western Reserve University in 2004. Beginning in the 1970s, the clinic made a concerted effort to acquire land for future expansion, and it now owns nearly all the land between E. 88th St. and E. 105th St. and Chester Ave. and Cedar Ave. The clinic built the Crile Building in 1985, and between 1989 and 2004, the clinic's facilities nearly doubled to include the Lerner Research

Institute (1998), the Cole Eye Institute (1999), the Taussig Cancer Center (2000), a surgery center (2001), the Center for Genomics Research (2005), and two on-campus hotels (CWRU/WRHS 2005f).

6.1.2 Previous History/Architecture Investigations

The literature review revealed that a total of five previously recorded history/architecture resources and five bridges have been identified within the portion of the APE (**Figures 6a, 6b, and 6c**) that lies within the Fairfax Neighborhood. These resources are identified in **Table 1D – Previously Recorded History/Architecture Resources within the Fairfax Neighborhood of the APE**.

Of the previously identified history/architecture resources, the APE within the Fairfax Neighborhood contains:

- 1 individually listed NRHP resources
- 0 NRHP District
- 0 Resources determined eligible for the NRHP
- 1 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 5 OHI recorded resources
- 0 HAER recorded resources
- 5 Bridges in the ODOT Bridge Inventory

Two individual resources have been recorded on multiple forms including the NRHP and Cleveland Landmarks. The one individually listed NRHP resource is also a Cleveland Landmark.

Of the five previously identified bridges within the Fairfax Neighborhood APE, one has been determined eligible for the NRHP, two are in the Reserve Pool, two are Non Select, five have been determined Not Eligible for the NRHP, and 26 have not had the NRHP eligibility status applied.

The NRHP Criteria was not applied by the OHPO to the remaining history/architecture resources with OHI forms. It is assumed that these history/architecture resources were not surveyed and recorded as part of a Section 106 compliance project.

Table 1D. - Previously Recorded History/Architecture Resources within Fairfax Neighborhood of the APE.

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen				Collection Date(s): Aug. – Nov. 2009 PID 77333
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
National Register Historic Districts				
None				
National Register				
Peerless Motor Company Plant No. 1	Z17 E448150 N4593410	1906	Art Nouveau Style Industrial Building	NRHP Listed 05/29/1975 75001364 Demolished
Determinations of National Register Eligibility				
None				
HAER Recorded Resources				
None				
Cleveland Landmarks				
Peerless Motorcar Company (Schmidt Brewery)	Z17 E448150 N4593410	1906	Art Nouveau Style Industrial Building	Cleveland Landmark 06/19/1974 NRHP Listed 05/29/1975 75001364 Demolished
ODOT's Bridge Inventory				
SFN 1867148	Z17 E448112 N4593417	07/01/1931	E. 93rd St. over GCRTA Red Line and NS – 4 span steel beam, closed to traffic	Not Eligible
SFN 1869795	Z17 E447869 N4593255	07/01/1931	E. 89th St. over GCRTA Red Line and NS - 5 span steel beam	Not Eligible
SFN 1807358	Z17 E447062 N4593146	07/01/1933	NS over Woodland – 3 span continuous steel beam	Not Applied
SFN 1869582	Z17 E448548 N4593722	07/01/1912 Major Rehab 01/01/1930	Quincy over GCRTA Red Line and NS - 5 span steel beam simple span	Not Applied
SFN 1869892	Z17 E448692 N4593722	07/01/1922	CSX over Quincy – 3 span steel girder	Not Applied
Ohio Historic Inventory				
CUY-00709-06 T & B Foundry Co /Ohio Foundry Co #1	Z17 E446688 N4593297	1893	Vernacular Mill/Processing/Manufacturing Facility	Not Applied
CUY-00926-06 Mason Bible College/ William Boyd House & Office	Z17 E448610 N4593980	1911	Vernacular Single Dwelling/ Health Care	Demolished

<i>Project Name: Opportunity Corridor</i> <i>Data Collector's Name(s): Christopher Owen</i>				<i>Collection Date(s): Aug. – Nov. 2009</i> <i>PID 77333</i>
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
CUY-00949-10 Quincy-Woodhill Center/ Nat'l Malleable Castings Co	Z17 E448789 N4593477	1921	Vernacular Mill/Processing/Manufacturing Facility	Not Eligible PID 10787
CUY-00958-06 Lohmann Block	Z17 E447500 N4592949	1885	High Victorian Gothic Retail Store/Shop/ Apartment House	Demolished Not Applied

6.1.3 Fairfax Neighborhood Characterization

A review of the National Register, OHI, and Cleveland Landmark forms and a review of the research files generally characterized the immediate vicinity of the Fairfax Neighborhood as a dense urban area comprised principally of both single and multi-family dwelling mainly constructed ca. 1910-1945. Much of the residential structures are comprised of the Front-Gable, Gabled-Ell, Cleveland Double, and American Four Square structure type, with an occasional Bungalow and Folk Victorian type structure. These residential structures sit on a narrow lot, within in close proximity to the street and sidewalk. The Fairfax Neighborhood is also home Cleveland Clinic (Euclid between E. 89th St. to E. 105th St.), the Cleveland Playhouse (E. 86th St. and Euclid Ave.), and the Karamu House (E. 89th St. and Quincy Ave. in 1949; NRHP #81001368; CUY-00927-06). The Fairfax Neighborhood historically contained a mixture of residential, commercial/retail business, and industrial operations, including: Cleveland's Millionaire Row along Euclid Ave. (Fairfax's northern border); business and retail corridors along Euclid Ave. near the E. 105th St intersection and along both Cedar Ave. and Quincy Ave.; and industry on the west side of E. 100th St. just above Carnegie Ave. on the eastern edge of the neighborhood and south of Quincy Ave. and north of Woodland Ave. between E. 89th St. and Woodhill Rd. along both sides of the railroad right-of ways.

To a great extent, the field reconnaissance effort supports this general characterization of the Kinsman Neighborhood and its vicinity as an urban area comprised of mostly early to mid twentieth century domestic architecture with areas of industry and commercial retail. Much of the area is undergoing a state of transformation with large areas of vacant parcels as the result of demolition, and the abandonment of residential and smaller commercial structures. A few modern residential houses, with a greater set-back from the street and an attached garage, have been interspersed with remaining residential structures or clustered together along mostly vacant city blocks. Many of the remaining residential structures have been altered with application of modern siding materials, replacement windows, enclosure or removal of porches, and the appendage of additions. In addition, the Peerless Motor Car Company (NRHP# 76001364) has been demolished and replaced with a substantial modern building that is serving as the juvenile justice center. The associated test track is no longer extant, and the area

currently contains a modern foundry and an auto-salvage yard. Two buildings (CUY-09127-10 and CUY-09128-10), which were originally part of the southern Peerless plant, are extant within the APE. The Cleveland Clinic Foundation campus has acquired large portions of land and has expanded much of its campus. The Cleveland Clinic Foundation now owns nearly all the land between E. 88th St. and E. 105th St. and Chester Ave. and Cedar Ave. Modern expansion includes the Crile Building in 1985, Lerner Research Institute (1998), the Cole Eye Institute (1999), the Taussig Cancer Center (2000), a surgery center (2001), the Center for Genomics Research (2005), and two on-campus hotels.

6.2 Field Investigations

The literature review revealed that a total of five previously recorded history/architecture resources and five bridges have been identified within the portion of the APE that lies within the Fairfax Neighborhood. The Phase I History/Architecture Survey field investigations confirmed that three of the previously identified individual history/architecture resources within the Fairfax Neighborhood APE have been demolished. The demolished resources include:

- NRHP Ref# 75001364, Cleveland Landmark, Peerless Motor Company Plant No. 1, 9400 Quincy Ave.
- CUY-00926-06 Mason Bible College, 2210 E. 105th St.
- CUY-00958-06, Lohmann Block, 8337-9341 Woodland Ave.

The Phase I History/Architecture Survey field investigation identified an additional 61 history/architecture resources 50 years of age or older contained within the Fairfax APE.

The Fairfax Neighborhood APE contains:

- 0 Individually listed NRHP resources
- 0 NRHP Districts
- 0 Resource determined eligible for the NRHP
- 0 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 2 OHI recorded resources
- 0 HAER recorded resource
- 5 Bridges in the ODOT Bridge Inventory and/or GCRTA Bridge Inventory(2 Not Eligible , 3 NRHP Eligibility Not Applied)
- 60 History/architecture resources 50 years of age or older
- 1 Bridges not included in ODOT/GCRTA Bridge Inventory or bridge structures without a Structural File Number (SFN)

Table 2D - History/Architecture Resources within the Fairfax Neighborhood of the APE summarizes the results of the Phase I survey effort for all identified history/architecture resources within the APE. **Figure 7** shows the location of each of these resources. The location of each of resource photograph is presented in **Figure 8**.

Table 2D. Identified History/Architecture Resources within the Fairfax Neighborhood Area of Potential Effect.

6.3 Fairfax Neighborhood Recommendations

The Fairfax Neighborhood portion of the APE currently contains the Cleveland Landmark and National Register listed Peerless Motor Company Plant No. 1 (75001364). The Peerless Motor Company Plant No. 1 has been demolished and a multi-story juvenile justice center has been constructed on the site.

Resource CUY-09257-06, 10465 Carnegie Ave., is located within the APE. Resource CUY-09257-06 is an example of a multi-story Art Deco Commercial Building constructed of stone with stylized stone ornamentation. The resource is comprised of commercial retail space with storefronts on the street level and upper story office space. This resource appears to retain much of its historic fabric and integrity and is one of the few remaining building types of this style within the Fairfax and University Neighborhood areas. Two adjacent resources (CUY-09256-06 and CUY-09258-06) on Carnegie Ave. are smaller Art Deco Styled office buildings that have been altered and no longer retain their integrity. It is recommended that a Phase II History/Architecture Survey be conducted to determine NRHP eligibility for its significance as part of the commercial development of the Fairfax Area and as an good example of Art Deco Style architecture within the Fairfax Neighborhood and potentially the City of Cleveland.

Historically, the Fairfax Neighborhood has been home to working-class families of Eastern-European decent who used the neighborhood's commercial areas and worked in the nearby industries. The area is significant for its association with Eastern-European ethnic groups that settled in the neighborhood to work in the surrounding neighborhood industries. The significance of the neighborhood is best communicated through the dense fabric of the area, consisting primarily of urban vernacular worker class architecture from the mid and late nineteenth to the early and mid twentieth century, modest commercial buildings from the mid and late nineteenth to the early and mid twentieth century, associated religious structures, and the large late nineteenth and early twentieth century Eclectic Style mansion along Euclid Ave.

The character defining elements of the vernacular residential resources include porches, fenestration, building scale, roof shape, cladding, building relationship to the street, and in some instances multi-story, multi-unit structures. The character defining elements of the commercial resources include fenestration, store fronts, building scale, roof shape and, building relationship to the street. The Eclectic Style mansion's defining elements include substantial size, multi-story, structures with original cladding fabric, fenestration, scale, massing, and high-style architectural details.

Many of the individual resources have been altered with the application of modern siding materials; removal or enclosure of porches; partial or full replacement of windows; modification to the fenestration; minor or substantial additions; or demolition with some buildings in a state of advanced neglect, and in some instances the further subdivision of the resource into additional units. Much of the area east of E. 105th St., between Chester Ave. and Cedar Ave. has been redeveloped as part of the modern expansion of the Cleveland Clinic and later the redesign of Euclid Ave. As a result of the Cleveland Clinic's modern period expansion, none of the mansions that once existed within the Fairfax Neighborhood portion of the APE still

exist. None of the individual history/architectural resources identified within the Fairfax Neighborhood portion of the APE retain sufficient integrity to convey historic significance and therefore do not meet the National Register Criteria for Evaluation.

Much of the Fairfax Neighborhood portion of the APE has been impacted by demolition of individual resources, and by the expansion efforts of the Cleveland Clinic. This portion of the APE was reviewed to determine if there were areas that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as an historic district. The APE has undergone a substantial amount of demolition and neglect, with large areas of modern construction and development. Workmanship, design, feeling, association and materials have been substantially altered due to demolition, neglect and modern construction within areas of the APE. Due to this loss of integrity, it was determined that no areas within the APE possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as an historic district.

The APE within the Fairfax Neighborhood contains the NS rail lines/GCRTA Red Line transit corridor and a CSX Railroad corridor. No bridges listed on the NRHP are located within this portion of the APE, individually or as part of a historic district. There are five bridges, associated with the NS rail lines/GCRTA Red Line and CSX Railroad within this portion of the APE. The transit lines and railroad are not representative of a historic pattern or the development of the Central Neighborhood. Individually, the bridges are not of a type and date of construction eligible for inclusion on the NRHP based on the historic survey, the *Context for Common Historic Bridge Types* (October 2005 NCHRP Project 25-25, Task 15), and the 2009 ODOT Historic Bridge Inventory for Eligible/NR Listed Bridges, approved by ODOT, the FHWA and the OHPO on April 28, 2010. Based on loss of integrity and year of construction, major rehabilitation in the modern period, metal rolled multi-beam and metal built-up girder bridges possess low significance within the context of this bridge type.

In addition to the above identified bridges, this rail transit corridor contains modern tracks, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern structures. The bridge structures located within this rail corridor no longer retain integrity to convey significance and are not individually eligible for the National Register. Workmanship, design, feeling, association and materials have been altered due to modifications to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the National Register Criteria for Evaluation as linear resources.

With the exception of Resource CUY-09257-06, no additional Phase II History/Architecture Surveys are warranted for the Fairfax Neighborhood portion of the APE based on the existing documentation.

7.0 UNIVERSITY NEIGHBORHOOD

7.1 Literature Review

7.1.1 University Neighborhood Historic Context

The University Neighborhood is situated east of the Fairfax and Hough neighborhoods, and today serves as the cultural center for much of Cleveland. The portion of the neighborhood that falls within the proposed project area extends from E. 105th St. on the west to what is now Martin Luther King Dr. on the east, just north of Euclid Ave. on the north, and the GCRTA Red Line (i.e., Norfolk and Western) Rail line and Quincy Ave. to the south.

This portion of Cleveland was first settled in 1799 by Nathaniel Doan who established a tavern, hotel, and store at or near what is now the corner of E. 107th St. and Euclid Ave. Doan also went on to establish a blacksmith shop as well as baking soda factory in that same area. A small community known as Doan's Corners soon developed as a stopping point between Buffalo and Cleveland, extending along Euclid Ave. between what is now E. 105th St. and E. 107th St. (Post 1930; CSU 2005e). A ca. 1930 map "drawn from memory by Charles Asa Post" shows the general Doan's Corner area in 1857, and indicates that by the mid nineteenth century, stores, taverns, churches, cemetery, orchards, barns, and several residences were plentiful (**see Figure 19**). In 1866, Doan's Corners, as well as much of what would become the University Neighborhood, was subsumed into East Cleveland Township. This annexation was relatively short-lived, as by 1872, the City of Cleveland annexed the area (CWRU/WRHS 2005g; CSU 2005e).

Wade Park History

The first impetus for significant growth and development in the present University Neighborhood was the creation of Wade Park. Wade Park, which was listed as a National Register Historic District in 1983 (NRHP #82001372), contains approximately 65 acres and forms the core of University Circle in the area located east of E. 105th St., north of Euclid Ave., and both south and west of East Blvd (formerly Park Blvd). The park is noted for its cultural institutions, greenways, gardens, and scenic drives. The park's beginnings can be traced to 1882, when Jephtha Wade, one of the founders of Western Union, donated a 63-acre tract of land to the City of Cleveland. In 1893, the city approved a plan to incorporate Wade Park into a continuous parkway along Doan Brook. The park contains three main components: the greenways on East and Liberty boulevards (Liberty is now MLK Blvd./Stokes Blvd.); Wade Oval; and the Fine Arts Garden. Within the project APE, the greenway contains a 1907 statue of Marcus Hanna (CUY-06129-05), by internationally prominent sculptor Augustus St.-Gaudens with a pedestal by Henry Bacon, who designed of the Lincoln Memorial. Nearby, to the southeast is the Kossuth Lajos statue (CUY-06130-05), which was erected by Cleveland Hungarians in 1902 to commemorate the fiftieth anniversary of Kossuth's visit to the United States and the hundredth anniversary of Kossuth's birth. Kossuth visited the United States in 1851-52 to garner financial and moral support for the independence of Hungary, and he was welcomed by Americans as a champion of freedom (Yamamoto 1998). In 1892, Wade donated additional land for the construction of an art gallery. The Cleveland Museum of Art (CUY-

00284-05) was completed in 1916, and through the 1920s, plans were made for the construction of additional art institutions nearby. These plans were finally carried out when the Cleveland Museum of Art Addition (1971), the Natural History Museum (1970), and the garden center (1966) were constructed fronting on Wade Oval. The Fine Arts Garden and Lagoon was designed in the romantic style by F.L. Olmsted, Jr. in 1927-28. The garden was constructed jointly by the City of Cleveland and the Garden Club of Cleveland, and it also serves as a formal entry to Severance Hall (1931). Significant buildings bordering Wade Park and included as contributors to the Wade Park Historic include the Fourth Church of Christ Scientist (built 1918-20; CUY-00366-05, now Pentecostal Church of Christ); the Park Lane Villa and Wade Park Manor (built 1923; both originally luxury residential hotels, CUY-00292-05 and CUY-00369-05, respectively); and the Epworth-Euclid Methodist Church (built 1928, CUY-00283-05). The Temple (built 1924; former home of Tifereth Israel congregation; NRHP 74001455) is within the Wade Park Historic District, but is located just north of the project APE (Lawrence and Johannesen 1981). Severance Hall (built 1931, Art-Deco/Egyptian Revival Concert Hall; CUY-00278-05) is within the Wade Park Historic District, but is located east of the project APE.

Land north of Wade Park was retained by the Wade family, and Jephtha Wade III subdivided the Wade Park Allotment for development in 1886. The Wade Park Allotment was developed slowly during the 1890, and residential construction peaked around 1910. This area now contains the National Register listed Magnolia-Wade Park Historic District. Between the 1930s and 1970s, many of the large residences on Magnolia Dr. and East Blvd. were converted to institutional use as affluent residents move further east to areas such as Shaker Heights and Cleveland Heights (Cimperman and Keiser 1988).

By the 1890s and 1900s, the area burgeoned with small industry such as lumber yards and blacksmith shops, businesses including grocers, banks, dry goods stores, hardware stores, hotels, service-based facilities (including fire station, police station, and hospitals), colleges (e.g., Adelbert College), grammar schools, hospitals, and several residences (**Figures 20 and 21**). Both the Western Reserve College and the Case School of Applied Science had already removed to the Wade Park area (just to the north and east of the Project Area) in 1882. The Western Reserve Historical Society, founded in 1867, temporarily housed itself in a structure on the corner of E. 107th and Euclid Ave. in 1898; the Western Reserve Historical Society eventually moved to a new facility north of Wade Park (CSU 2005e). By the 1920s, the University Neighborhood was an eclectic mix of various ethnic groups including descendants of the original New England, and other northern European groups, African American, Jewish, and Italian. The latter group formed one of the largest populations in the neighborhood. “Little Italy” was concentrated along Mayfield Ave. in an eastern portion the neighborhood called Alta (Anonymous 1923; CSU 2005e). Italians were initially attracted to the area in the late nineteenth century to work as stonecutters at the Lakeview Marble Works (CSU 2005e).

The area that once contained Doan’s Corners was entirely subsumed within the larger city, and became a thriving commercial district that contained whole business blocks, theaters, hotels, and shopping venues (**Figure 22**). The vitality of the Doan’s Corners portion of the University Neighborhood would continue until the 1950s. With the onset of the 1970s, like many

neighborhoods at that time, the area succumbed to urban restructuring through loss of business, loss of population, and eventually, blight. Much of the former structural and/or architectural components of this area had been razed to accommodate the development and eventual expansion of the Cleveland Clinic as well as the W.O. Walker Industrial Rehabilitation Ctr. by the 1990s (CSU 2005e).

University Circle Development

University Circle is a uniquely rich urban area containing 488 acres that is currently home to over 60 cultural, educational, medical and religious institutions. The core area, in rough terms, is bound by E. 105th St. on the west, Wade Park Ave. on the north, GCRTA transit lines on the east, and Cedar Ave. on the south. Institutional development in the area began when Case Institute of Technology and Western Reserve University began building in the University Circle area in 1882. By 1926, there were 19 institutions in the area, including Mt. Sinai Medical Center, the Western Reserve Historical Society, Cleveland Museum of Art, and the University Hospitals of Cleveland. In 1927, the area's 19 institutions formed the University Circle Planning Commission to develop a Master Plan to guide area growth. Some elements of this master plan, such as the construction of Severance Hall and additional museums at the Wade Oval, were eventually carried out, but the planning organization fell apart during the Depression. Institutional development continued throughout the 1930s and 40s, and by 1952, area leaders again recognized the need for a comprehensive and cooperative plan to guide growth. That year, the University Circle Conference Committee was established among the area's nine largest institutions. In 1956, the University Circle Planning Committee was established to consider the needs of all of the area's 34 institutions. At this time, the area contained a student and employee population of 18,000, and the area's dramatic institutional growth was creating problems. The Committee commissioned a formal Master Plan for University Circle, which was completed in 1957 (Adams, Howard and Greely et al. 1957; Hopkinson Associates and Sasaki Associates, Inc. 1990).

The 1957 Master Plan recommended the creation of a non-profit development and service organization to oversee and facilitate the implementation of its goals, which included provision of area-wide land banking, planning, design review, and community outreach services; the development of staff and graduate housing and a common core area; and the operation of centralized services like public safety, busing, and parking. The non-profit agency, originally known as University Circle Development Foundation, became University Circle Incorporated in 1970 (Adams, Howard and Greely et al. 1957; Hopkinson Associates and Sasaki Associates, Inc. 1990).

By 1990, University Circle contained 61 institutions and 45,000 residents, and community leaders felt that the 1957 plan, while successful, had become obsolete. University Circle Incorporated completed a new Master Plan in 1990. The 1990 plan recommended the creation of a Master Plan Steering Committee composed of key institutional leaders with specific standing committees to carry out its recommendations. The 1990 plan recommended the continued work of University Circle Incorporated with institutional leaders; a coordinated design approach for orderly growth; the continuation of central services like busing, parking,

and public safety; coherent physical design components; the improvement of the area's image and accessibility, particularly in regard to pedestrian friendliness and streetscape beautification. An important element of these recommendations was the improvement of Euclid Ave. and the area's transit service. The master plan recommended the street improvements to Euclid Ave., such as reducing automobile lanes, installing medians and decorative lighting and landscaping, burying utilities, and investigating the feasibility of a dual hub corridor transit line using either light rail or bus (Hopkinson Associates and Sasaki Associates, Inc. 1990). In order to transform Euclid Ave. into a safe and attractive urban boulevard, University Circle Incorporated prepared the Euclid Ave. Initiative report in 1998 for the Euclid Ave. Client Group. This report recommended transforming Euclid Ave. into a "town center" type of thoroughfare through measure that would calm traffic, improve transit efficiency, and beautify the corridor through streetscape and green space improvements. The report recommended coordination with the GCRTA to improve transit service. Ultimately, light rail and busway service were dismissed in favor of central dedicated bus lanes with stops located on medians. Travel lanes for cars were reduced to one in each direction, and street enhancements included crosswalk improvements, curb extensions, median landscaping, and permanent on-street parking for visitors and shoppers (Frederic R. Harris, Inc. et al. 1998). These street improvements have recently been completed within the project area.

7.1.2 Previous History/Architecture Investigations

The literature review revealed that a total of 20 previously recorded history/architecture resources, three bridges, and one historic district have been identified within the portion of the APE (**Figures 6a, 6b, and 6c**) that lies within the University Neighborhood. These resources are identified in **Table 1E – Previously Recorded History/Architecture Resources within the University Neighborhood of the APE**.

Of the previously identified history/architecture resources, the APE within the University Neighborhood contains:

- 1 individually listed NRHP resources
- 1 NRHP District
- 0 Resources determined eligible for the NRHP
- 3 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 17 OHI recorded resources
- 0 HAER recorded resources
- 3 Bridges in the ODOT Bridge Inventory
- 5 history/architecture resources reviewed as part of the Euclid Corridor Project (R&C Serial Number 987792) – 4 Not Eligible and 1 Eligible

Some individual resources have been recorded on multiple forms including the OHI, NRHP, and Cleveland Landmarks forms. The one individually listed NRHP resources has also been recorded on OHI form and as a Cleveland Landmarks. Of the 3 listed Cleveland Landmarks, one is listed on the NRHP individually, one is part of the NRHP Wade Park Historic District, and one has been

recorded on an OHI form. Of the five history/architecture resources reviewed as part of the Euclid Corridor Project (R&C Serial Number 987792), all have been recorded on OHI forms.

Of the 3 previously identified bridges within the literature review area, one has been determined not eligible for the NRHP, and two have not had the NRHP eligibility status applied.

The NRHP Criteria was not applied by the OHPO to the remaining history/architecture resources with an OHI form. It is assumed that these history/architecture resources were not surveyed and recorded as part of a Section 106 compliance project.

Table 1E. - Previously Recorded History/Architecture Resources within University Neighborhood of the APE.

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen			Collection Date(s): Aug. – Nov. 2009 PID 77333		
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition	
National Register Historic Districts					
Wade Park District	Z17 E448860 N4595155	1882-1931	Urban Park with 9 Individual Structures	NRHP Listed 10/06/1982 82001372	
National Register					
Cleveland Club CUY-00277-06	Z17 E448829 N4594294	1930	Tudor Dormitory	NRHP Listed 02/28/2008 08000113	
Determinations of National Register Eligibility					
None					
HAER Recorded Resources					
None					
Cleveland Landmarks					
Parkside Dwellings CUY-00713-05	Z17 E449100 N4594732	1919	Triangular Shaped Apartment Building in the 20 th Century Commercial Style	Cleveland Landmark 04/04/1983	
Pentecostal Church of Christ (4 th of Christian Scientist) CUY-00366-05	Z17 E448873 N4595098	1917-1918	Italian Romanesque Church	Cleveland Landmark 1984 Wade Park HD NRHP Listed 10/06/1982 82001372	
Tudor Arms Hotel (Cleveland Club) CUY-00277-06	Z17 E448829 N4594294	1930	Tudor Dormitory	Cleveland Landmark 06/11/2007 NRHP Listed 02/28/2008 08000113	

Project Name: Opportunity Corridor Data Collector's Name(s): Christopher Owen				Collection Date(s): Aug. – Nov. 2009 PID 77333
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
ODOT's Historic Bridge Inventory				
SFN 1870017	Z17 E448645 N4593800	07/01/1916	E. 105 th St. over GCRTA Red Line and NS – 5 span continuous steel beam	Not Eligible-replaced 2009
ODOT's Bridge Inventory				
SFN 1833936	Z17 E449207 N4594177	07/01/2003	Stokes Blvd over NS and GCRTA Red Line – 3 span continuous steel beam	Not Applied
GCRTA #22	Z17 E448800 N4593904	1929	CSX over GCRTA Red Line and NS east of E.105 th St.	Not Applied
Ohio Historic Inventory				
CUY-00277-06 CWRU Graduate Housing/Cleveland and Club	Z17 E448834 N4594302	1929	Art Deco Club	NRHP Listed 02/28/2008 08000113
CUY-00283-05 Epworth-Euclid Church	Z17 E448860 N4594880	1927	Late French Gothic Revival Church/Religious Structure	Wade Park HD NRHP Listed 10/06/1982 82001372
CUY-00292-05 Wade Park Manor	Z17 E448770 N4594930	1921	Georgian Revival Hotel/Inn/Motel	Wade Park HD NRHP Listed 10/06/1982 82001372
CUY-00315-06 Carnegie Medical Bldg	Z17 E448670 N4594384	1930	Art Deco Office	Demolished
CUY-00366-05 4th Church of Christ Scientist	Z17 E448670 N4594880	1920	Neo-Classical Revival Church/Religious Structure	Wade Park HD NRHP Listed 10/06/1982 82001372
CUY-00369-05 Park Lane Villa	Z17 E448676 N4594952	1923	Second Empire/Mansard Hotel/Inn/Motel	Wade Park HD NRHP Listed 10/06/1982 82001372
CUY-00372-05 Call & Post Bldg/ Woodward Masonic Temple	Z17 E448670 N4594800	1907	Georgian Revival Fraternal/Patriotic Org	Demolished
CUY-00392-05 Cathedral Latin School	Z17 E448820 N4594500	1930	Second Renaissance Revival Church School	Demolished
CUY-00393-05 John Hay High School	Z17 E448920 N4594440	1929	Second Renaissance Revival School	Not Applied

<i>Project Name: Opportunity Corridor</i> <i>Data Collector's Name(s): Christopher Owen</i>				<i>Collection Date(s): Aug. – Nov. 2009</i> <i>PID 77333</i>
OHI/Structure Number/ Property Name	UTM Coordinates (NAD 27)	Date(s) of Construction/ Occupation	Style and Type of Building/Structure	National Register Eligibility Status (Reference/Date)/ Current Condition
CUY-00673-05 Hook & Ladder Co No 8/ Engine Co No 10	Z17 E448667 N4594771	1872	Italianate Fire Station	Demolished
CUY-00713-05 Parkside Dwellings	Z17 E449095 N4594500	1909	Vernacular Apartment House	Not Applied
CUY-06125-05 Beal Auto Service	Z17 E448710 N4594687	c.1900-10	Vernacular Industrial	Not Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792
CUY-06126-05 Hospice of the Western Reserve/ Fenway Manor/Hall	Z17 E448796 N4594689	1922	Neo-Classical Revival Apartment House/ Educational Related Housing	Not Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792
CUY-06127-05 National City Bank	Z17 E448876 N4594592	c.1945	Vernacular Quonset Building Financial institution	Demolished Not Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792
CUY-06128-05 Children's Museum/ Howard Johnson Restaurant	Z17 E448936 N4594589	1940-50	Howard Johnson's Restaurant Restaurant/bar	Not Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792
CUY-06129-05 Hanna Monument	Z17 E448933 N4594711	1907	Monument/Marker	Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792
CUY-06130-05 Kossuth Monument	Z17 E448981 N4594651	1902	Work of Art (sculpture, carving)	Eligible – Euclid Corridor Project PA 12/31/01 R&C# 987792

7.1.3 University Neighborhood Characterization

A review of the National Register, OHI, and Cleveland Landmark forms and a review of the research files generally characterized the immediate vicinity of the University Neighborhood as a urban area comprised principally of a large urban park; religious, art, and education institutional buildings; small industrial structures; large apartment buildings; and single and multi-family dwellings. Within the University Neighborhood portion of the APE, the single and multi-family residential structures are located east of E. 105th St. between Wain Ct. and the railroad tracks; they are comprised mainly of the Front-Gable, Gabled-Ell, Cleveland Double, and American Four Square structure type, with an occasional Bungalow and Folk Victorian type

structure. These residential structures sit on a narrow lot, within in close proximity to the street and sidewalk. The apartment buildings are located along the eastern and northern APE boundaries within University Neighborhood and comprised mostly of Eclectic Revival styles. Many of the educational, religious and hospital buildings are located within the APE between Chester Ave., Cedar Ave., E. 101st St. and Stearns Rd.

Located along the northeast boundaries of the APE is the approximately 65 acre Wade Park (NRHP #82001372) located in the area east of E. 105th St., north of Euclid Ave., and both south and west of East Blvd (formerly Park Blvd). The park is noted for its cultural institutions, greenways, gardens, and scenic drives. Within the APE, the park contains a 1907 statue of Marcus Hanna (CUY-06129-05) and the Kossuth Lajos statue (CUY-06130-05). In addition, historic district contributing buildings include the Fourth Church of Christ Scientist (built 1918-20; CUY-00366-05, now Pentecostal Church of Christ), the Park Lane Villa and Wade Park Manor (built 1923; both originally luxury residential hotels, CUY-00292-05 and CUY-00369-05, respectively), and the Epworth-Euclid Methodist Church (built 1928, CUY-00283-05).

The University Neighborhood contains portions of the Cleveland Clinic campus (Euclid between E. 105th St. to Stearns Rd.), business and retail corridors along Euclid Ave. near the E. 105th St. intersection and along both Cedar Ave. and Carnegie Ave., and industry on Cedar Ave. between E. 105th St. and Stokes Blvd.

To a great extent, the field reconnaissance effort supports this general characterization of the University Neighborhood and its vicinity as an urban area comprised principally of a large urban park; religious, art, and education institutional buildings; small industrial structures; large apartment buildings; and single and multi-family dwellings. Much of the area is undergoing a state of transformation with the residential areas containing numerous vacant parcels as the result of demolition, and the abandonment of residential and smaller commercial structures. Many of the remaining residential structures have been altered with application of modern siding materials, replacement windows, enclosure or removal of porches, and the appendage of additions. Much of the former structural and/or architectural components of the remaining University Neighborhood portion of the APE area have been razed to accommodate the development and eventual expansion of the Cleveland Clinic as well as the W.O. Walker Industrial Rehabilitation Center. In addition, Euclid Ave. has been recently transformed with the reduction of vehicle travel lanes to one in each direction, and street enhancements including crosswalk improvements, curb extensions, median landscaping, and permanent on-street parking for visitors and shoppers.

7.2 Field Investigations

The literature review revealed that a total of 20 previously recorded history/architecture resources, three bridges, and one NRHP Historic District have been identified within the portion of the APE that lies within the University Neighborhood. The Phase I History/Architecture Survey field investigations confirmed that five of the previously identified individual history/architecture resources within the University Neighborhood APE have been demolished. The demolished resources include:

- CUY-00315-06, Carnegie Medical Building, 1890 E. 107th St.
- CUY-00372-05, Call and Post Building, 1949 E. 105th St.
- CUY-00392-05 Cathedral Latin School, 2056 E. 107th St.
- CUY-00673-05, Hook & Ladder Co. No. 8, 1973 E. 105th St.
- CUY-06127-05 National City Bank, 10700 Euclid Ave.

The Phase I History/Architecture Survey field investigation identified an additional 119 history/architecture resources 50 years of age or older contained within the University APE.

The Phase I History/Architecture Survey field investigation identified that the University Neighborhood APE contains:

- 1 Individually listed NRHP resources
- 1 NRHP Districts
- 2 Resource determined eligible for the NRHP – (R&C Serial Number 987792)
 - CUY-06129-05 Hannah Monument – Criterion C
 - CUY-06130-05 Kossuth Monument – Criterion A & Criteria Exception F
- 3 Cleveland Landmarks
- 0 Cleveland Landmarks Historic District
- 13 OHI recorded resources
- 0 HAER recorded resource
- 2 Bridges in the ODOT Bridge Inventory and/or GCRTA Bridge Inventory (1 Not Eligible, 1 NRHP Eligibility Not Applied)
- 118 History/architecture resources 50 years of age or older
- 1 Bridge not included in ODOT/GCRTA Bridge Inventory or bridge structures without a Structural File Number (SFN)

Table 2E - History/Architecture Resources within the University Neighborhood of the APE summarizes the results of the Phase I survey effort for all identified history/architecture resources within the APE. Figure 7 shows the location of each of these resources. The location of each of photograph is presented in Figure 8.

Table 2E. Identified History/Architecture Resources within the University Neighborhood Area of Potential Effect.

7.3 University Neighborhood Recommendations

The University Neighborhood portion of the APE contains portions of the NRHP boundaries for the National Register listed Wade Park Historic District (82001372) and four contributing resources to the Wade Park Historic District within the University Neighborhood APE. These include: CUY-00283-05 (Epworth Euclid Methodist Church), 1919 E. 107th St.; CUY-00292-05 (Wade Park Manor), 1890 E. 107th St.; CUY-0366-05 (4th Church of Christian Scientists), 10515 Chester Ave.; and CUY-0369-05 (Park Lane Villa) / 10510 Park Lane. Based on the existing documentation, the NRHP boundaries within the University Neighborhood portion of the APE are concurred with and no expansion or contraction of the NRHP boundaries is recommended.

The National Register listed Cleveland Club (08000113 and CUY-00277-06) is located within the University Neighborhood portion of the APE and the boundaries conform to the legal property limits for the resource. Based on the existing documentation, these boundaries are concurred with and no expansion or contraction of the NRHP boundaries is recommended.

Six resources identified as part of the Euclid Corridor Project (R&C #987792) are within University Neighborhood portion of the APE. Four of these resources were determined not eligible: CUY-06125-05, (Beal Auto Service), 10541 Euclid Ave.; CUY-06126-05 (Hospice of Western Reserve), 10645 Euclid Ave.; CUY-06127-05 (National City Bank), 10700 Euclid Ave.; and CUY-06128-05 (Children's Museum), 10730 Euclid Ave. Two of these resources were determined eligible for the NRHP: CUY-06129-05 (Hanna Monument), north side of Euclid Ave., east of Stearns Rd. and CUY-6130-05, (Kossuth Monument), south side of Euclid Ave., east of Stearns Rd. The Hanna Monument (CUY-06129-05) is eligible under Criterion C as work of sculptor, Augustus Saint-Gaudens, that commemorates Marcus Hanna, state senator and important industrialist of Cleveland. The NRHP boundaries conform to the resources itself. The Kossuth Monument (CUY-06130-05) is eligible under Criterion A and Criterion Consideration F as the first Kossuth (Governor of Hungary) monument erected in the United States, seen as a legitimizing symbol for many Hungarian émigrés. The relocation of the statue resulted in a public march in celebrations of Hungarian ethnicity. The NRHP boundaries conform to the resources itself. Based on the existing documentation, the NRHP recommendations for these six resources are concurred with.

Resource CUY-09255-06, E. 107th St., CUY-09255-06 is an example of an Art Deco commercial building constructed of brick and stone with futuristic elements and stylized stone ornaments and cartouche. The resource retains much of its historic integrity and is associated with telephone companies of Ohio Bell and AT&T. It is recommended that a Phase II History/Architecture Survey be conducted to determine NRHP eligibility for its significance as part of the industrial development of the University area and as an good example of Art Deco Style commercial architecture within the University Neighborhood and the City of Cleveland.

Resource CUY-09264-06, 2046 Stearns Rd., is an example of Neo-Classical Revival school building constructed of brick with stylized terra cotta ornamentation. The building was designed to conform to its setting and with the curve in Stearns Rd. The resource retains much of its historic integrity. It is recommended that a Phase II History/Architecture Survey be

conducted to determine NRHP eligibility for its significance as part of the development of public education within the University Neighborhood Area and the City of Cleveland's public school system, and as an good example of Classical Revival Style architecture for educational and institution resources within the University Neighborhood and the City of Cleveland.

Resource CUY-00393-05 (John Hay High School), 2075 E. 107th St., is a Neo-Classical Revival school building constructed of stone with stylized stone ornamentation. The resource retains much of its historic integrity. The substantially sized building appears to be one of the largest remaining school building left in the City of Cleveland. With a sympathetic addition and landscape plan, the resource retains much of its historic integrity. It is recommended that a Phase II History/Architecture Survey be conducted to determine NRHP eligibility for its significance as part of the development of public education within the University Neighborhood area and the City of Cleveland's public school system, and as a good example of Classical Revival Style architecture for educational and institution resources within the University Neighborhood and the City of Cleveland.

Resource CUY-00713-05 (Parkside Dwellings), 2040 Stearns Rd., is a triangular shaped, Vernacular apartment building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized stone ornamentation, and a corner tower with hexagonal tile roof. The building fronts the Case Western Reserve University Campus and was designed to conform to its setting and with the curve in Stearns Rd. The resource retains much of its historic integrity. This resource appears to fit into the significant context of the Draft "National Register of Historic Places Multiple Property Documentation Form, Apartment Buildings in Ohio Urban Centers, 1870-1970" (Gordon 2011). A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of multi-unit residential buildings within the University Neighborhood Area; its association with the Apartment Buildings in Ohio Urban Centers, 1870-1970; its association part of the development of multi-unit residential buildings within the University Neighborhood Area and with the of Case Western University and the Wade Park; and as a good example of Eclectic Style residential architecture within the University Neighborhood and the City of Cleveland.

Resource CUY-09252-06, 10713-23 Cedar Avenue, is a six-unit, two-story, row-house, Vernacular apartment building with an eclectic mix of elements of varying architectural styles. The building is constructed of brick with stylized stone quoins and a prominent cornice. This resource appears to fit into the significant context of the Draft "National Register of Historic Places Multiple Property Documentation Form, Apartment Buildings in Ohio Urban Centers, 1870-1970" (Gordon 2011). A Phase II History/Architecture Survey is recommended to be conducted to determine NRHP eligibility for its significance as part of the development of multi-unit residential buildings within the University Neighborhood Area; its association with the Apartment Buildings in Ohio Urban Centers, 1870-1970; its association with the of Case Western University; and as a good example of Eclectic Style residential architecture within the University Neighborhood and the City of Cleveland.

Historically, the University Neighborhood has been home to working-class families of Eastern-European decent who used the neighborhood's commercial areas and worked in the nearby industries. The area is significant for its association with Eastern-European ethnic groups that settled in the neighborhood to work in the surrounding neighborhood industries; the large educational, health and religious institutions that occupy the neighborhood; and the presence of the Wade Park with its designed landscape and cultural institutions. The significance of the neighborhood is best characterized through the dense fabric of the area, consisting primarily of urban vernacular worker class architecture from the mid and late nineteenth to the early and mid twentieth century, modest commercial buildings from the mid and late nineteenth to the early and mid twentieth century, associated religious structures, the large late nineteenth and early twentieth century Eclectic Style mansion along Euclid Ave.; large multi-unit residential buildings; and educational, religious, cultural and health related institutional buildings.

The character defining elements of the vernacular residential resources include porches, fenestration, building scale, roof shape, cladding, building relationship to the street, and in some instances multi-story, multi-unit structures. The character defining elements of the commercial resources include fenestration, store fronts, building scale, roof shape and, building relationship to the street. The Eclectic Style mansion's defining elements include substantial size, multi-story, structures with original cladding fabric, fenestration, scale, massing, and high-style architectural details. These Eclectic Style elements carry over to the larger institutional buildings, and include intact massing and form.

Many of the individual resources have been altered with the application of modern siding materials; removal or enclosure of porches; partial or full replacement of windows; modification to the fenestration; minor or substantial additions; or demolition with some buildings in a state of advanced decay or neglect, and in some instances the further subdivision of the resource into additional units. Much of the area east of south of Chester Ave, and east of E. 105th St. has been subject to extensive demolition; and the area east of E. 107th St., between Cedar Ave. and Chester Ave. has been subjected to redeveloped as part of the modern expansion of the Cleveland Clinic and, and later the redesign of Euclid Ave. As a result of the Cleveland Clinic's modern period expansion, none of the mansions that once existed within the Fairfax Neighborhood portion of the APE still exist. With the exception of the above identified resources, the remaining individual history/architectural resources identified within the University Neighborhood portion of the APE do not retain sufficient integrity to convey historic significance and therefore do not meet the National Register Criteria for Evaluation.

Much of the University Neighborhood portion of the APE has been impacted by demolition of individual resources, and the expansion efforts of the Cleveland Clinic. This portion of the APE was reviewed to determine if there were areas that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as a historic district. The APE has undergone a substantial amount of demolition and neglect, with large areas of modern construction and development. Workmanship, design, feeling, association and materials have been substantially altered due to demolition, neglect

and modern construction within areas of the APE. Due to this loss of integrity, it was determined that there were no additional areas, other than that of Wade Park, that there were within the APE that possessed a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development, and still retained sufficient integrity to convey historic significance as an historic district.

The APE within the University Neighborhood contains the NS rail lines/GCRTA Red Line/CSX Railroad and transit corridor. No bridges listed on the NRHP are located within this portion of the APE, individually or as part of a historic district. There are two bridges, associated within the NS rail lines/GCRTA Red Line/CSX Railroad and within this portion of the APE. The transit lines and railroads are not representative of a historic pattern or the development of the Central Neighborhood. Individually, the bridges are not of a type and date of construction eligible for inclusion on the NRHP based on the historic survey, the *Context for Common Historic Bridge Types* (October 2005 NCHRP Project 25-25, Task 15), and the 2009 ODOT Historic Bridge Inventory for Eligible/NR Listed Bridges, approved by ODOT, the FHWA and the OHPO on April 28, 2010. Based on loss of integrity and year of construction, major rehabilitation in the modern period, metal rolled multi-beam and metal built-up girder bridges possess low significance within the context of this bridge type.

These rail transit corridors contain modern tracks, modern sound walls, passenger platforms, catenary support structures, rails, ties and rail beds. Many of the rail lines, spurs, and ancillary buildings have been removed and the rail layout re-configured to meet current demand. This corridor has been substantially modified by alterations, demolition, reconfiguration of rail alignments, and/or modern sound structures. The bridge structures located within this rail corridor no longer retain integrity to convey significance and are not individually eligible for the National Register. Workmanship, design, feeling, association and materials have been altered due to modifications or major rehabilitation to the structures within the rail corridors and the corridors themselves. This section of the rail corridor does not retain sufficient integrity to convey historic significance and therefore does not meet the National Register Criteria for Evaluation as linear resources.

With the exception of resources CUY-09255-06, CUY-09264-06, CUY-00393-05, CUY-00713-05, and CUY-09252-05, additional Phase II History/Architecture Surveys are not warranted for the University Neighborhood portion of the APE based on the existing documentation.

LIST OF PREPARERS

This report was prepared by Michael Baker Jr., Inc. under contract with the HNTB Ohio Inc. for the Ohio Department of Transportation. The content was written by Christopher Owen (Principal Investigator/Architectural Historian), Randy Luketic (CADD/GIS), Jesse Belfast (Historian), Ralph Newland (Architectural Historian), Laura Caffrey (Historian), and Denise Grantz-Bastianini (Architectural Historian/Archaeologist) Timothy Zinn (Architectural Historian).

Christopher B. Owen
Principal Investigator/Architectural Historian

M.S.H.P. degree in Historic Preservation Planning with 23 years of experience in cultural resource management, historical research, survey, historical rehabilitation, and NEPA document preparation.

Jesse Belfast
Historian

M.A. in History with 8 years of applicable experience in research, survey, and historic context preparation

Laura Caffrey

M. Arch with 6 years of applicable experience in research, survey, documentation, assessments, and historic context preparation.

Denise Grantz-Bastianini
Architectural Historian/Archaeologist

M.A. in Anthropology and in Social Science/Cultural Resource Management with 36 years of applicable experience in cultural resource management, archaeology, historic research, survey, and historic resource documentation.

Randy Luketic
CADD/GIS

Two Year Associates Degree in Computer Drafting and Design with 20 years of CADD and GIS related experience.

Ralph Newlan
Senior Architectural Historian

M.S. degree in Historic Preservation with 23 years of experience in cultural resource management, historical research, survey, historical rehabilitation, and NEPA document preparation.

Timothy G. Zinn
Architectural Historian

M.A. in Historic Preservation with 24 years of experience in cultural resource management, historic research, survey, and historic resource documentation.

REFERENCES

COLLECTIONS CONSULTED

Ohio Historic Preservation Office, Columbus:

- National Register of Historic Places Inventory-Nomination Forms

- Ohio Historic Inventory Forms

- Ohio Historic Bridge Inventory Forms

- Ohio Archaeological Inventory Forms

- Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) records.

Sanborn Fire Insurance Map Collection, Cleveland Ohio and vicinity, various years (1896-1973). Sanborn Map Company, New York.

United States Geological Survey Topographic Maps

- 1903 Cleveland (15')

- 1904 Cleveland vicinity (15')

- 1953 Cleveland South (7.5')

- 1953 Shaker Heights (7.5')

- 1963 Cleveland South (7.5')

- 1963 Shaker Heights (7.5')

- 1970 Cleveland South (7.5')

- 1970 Shaker Heights (7.5')

- 1979 Cleveland South (7.5')

- 1979 Shaker Heights (7.5')

- 1984 Cleveland South (7.5')

- 1994 Cleveland North (7.5')

- 1994 Cleveland East (7.5')

- 1994 Cleveland South (7.5')

- 1994 Shaker Heights (7.5')

REFERENCES

Adams, Howard & Greely and Anderson, Beckwith & Haible

1957 *University Circle: Technical Report on a General Plan for the Future Development of the Area*, August 1957. Copies available at the Cleveland Public Library, Public Administration Library.

Adkins, Wendy J.

1997 *Ohio Canals*. Internet website: <http://www.geocities.com/Heartland/Prairie/6687/>; version current 14 July 2005.

Anonymous

1923 *Races and Nationalities of Cleveland Ohio Distributed by Wards 1920-1923*. Map on file at the Cleveland Public Library, Map Collection, Louis Stokes Wing, 6th Floor, 525 Superior Ave., Cleveland, Ohio.

BRW, Inc.

2001 *Historic Architectural Properties Summary of Survey and Effects Analysis for the Proposed Euclid bus Rapid Transit corridor and Transit Zone Cleveland and East Cleveland, Ohio*. BRW, Inc., Minneapolis, Minnesota. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

Case Western Reserve University and Western Reserve Historical Society

2005a Newburgh. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current July 29, 2005.

2005b Van Dorn Demag Corp. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current August 2, 2005.

2005c Buckeye-Woodland. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current July 21, 2005.

2005d Cleveland Workhouse. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current July 28, 2005.

2005e Peerless Motor Car Co. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current August 8, 2005.

2005f Cleveland Clinic Foundation. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current December 14, 2009.

2005g Wade Park. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current August 8, 2005.

2005h Nickel Plate Road. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current August 3, 2005.

2005i Norfolk Southern Corp. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current August 4, 2005.

2005j Pennsylvania Railroad. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current December 14, 2009.

Cimperman, John D. and Robert Keiser

1988 National Register of Historic Places Registration Form for Magnolia-Wade Park Historic District, Cleveland, Cuyahoga County, Ohio. Copies available from the Ohio State Historic Preservation Office, Columbus.

Cleveland State University

2005a *North Broadway Neighborhood History*. Internet website: <http://www.nhlink.net/neighborhoodtour/north-broadway/>; version current August 3, 2005.

2005b *Kinsman Neighborhood History*. Internet website: <http://www.nhlink.net/neighborhoodtour/kinsman/>; version current August 3, 2005.

2005c *Central Neighborhood History*. Internet website: <http://www.nhlink.net/neighborhoodtour/central/>; version current August 3, 2005.

2005d *Fairfax Neighborhood History*. Internet website: <http://www.nhlink.net/neighborhoodtour/fairfax/>; version current August 3, 2005.

2005e *University Neighborhood History*. Internet website: <http://www.nhlink.net/neighborhoodtour/university/>; version current August 3, 2005.

Cleveland State University Library

2005 *Cleveland Memory Project*. Internet website: <http://www.clevelandmemory.org/>; version current August 10, 2005.

Cleveland Urban Renewal Agency

1957 Private Developments in Cleveland's Urban Renewal Areas. Copies available at the Cleveland Public Library, Public Administration Library.

Deal, Mary H.

1986 *Woodland Cemetery*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Fisher, T.

- 1976 Ohio Historic Inventory form for Kingsbury Run Suspension Bridge, Cleveland, Cuyahoga County. Site No. CUY-695-7. Copies available from the Ohio State Historic Preservation Office, Columbus.

Fisher and Johannesen

- 1976 Ohio Historic Inventory form for Woodland Recreation Center, Cleveland, Cuyahoga County. Site No. CUY-940-10. Copies available from the Ohio State Historic Preservation Office, Columbus.

Frederic R. Harris, Inc., Rizzo Associates, Inc. and University Circle Incorporated

- 1998 *Euclid Avenue Initiative*. Submitted to Euclid Avenue Client Group. Copies available at Cleveland Public Library, Public Administration Library.

Free, Karen

- 2000 "Reweaving" the Fabric of Community in Cleveland. *Habitat World*, June/July 2000.

Gordon, Stephen C.

- 2011 Draft National Register of Historic Places Multiple Property Documentation Form, "Apartment Buildings in Ohio Urban Centers, 1870-1970". Copies available from the Ohio State Historic Preservation Office, Columbus.

Greater Cleveland Regional Transit Authority

- 2001 *Airport Transit Service*. Internet website: <http://www.gcrtta.org/>; version current August 10, 2005.

- 2001 *Programmatic Agreement Among The Federal Transit Administration, The Greater Cleveland Regional Transit Authority and The Ohio State Historic Preservation Office Regarding The Implementation Of The Euclid corridor Bus Rapid Transit Project, Cuyahoga County, Ohio*. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

Hays, Blaine S.

- 1986 *Cleveland's Dynamic Transit Heritage*. Northern Ohio Railway Museum, Cleveland.

Hickey, William F.

- 1978 The Irish in Cleveland: One Perspective. In *Irish Americans and Their Communities of Cleveland* by Nelson J. Callahan And William F. Hickey. Cleveland Ethnic Heritage Studies Series, Cleveland State University, Cleveland, Ohio.

Hopkins Associates and Sasaki Associates, Inc.

- 1990 *1990 University Circle Master Plan: A Guide for the Future*. Prepared for University Circle Incorporated. Copies available at the Cleveland Public Library, Public Administration Library.

Hopkins, G.M.

1874 *Atlas of Cuyahoga County, Ohio*. Titus, Simmons and Titus, Philadelphia.

Howe, Henry

1888 Cuyahoga County. In *Historical Collections of Ohio in Two Volumes: An Encyclopedia of the State: History both general and local, Geography with descriptions of its counties, cities, and villages, It's Agricultural, Manufacturing, Mining, and Business Development. Sketches of eminent and interesting characters, etc., with notes of a tour over it in 1886*. C. J. Krehbiel & Co. Printers and Binders Cincinnati, Ohio. Internet website: <http://www.washingtoncountygenealogy.com/A/History/HH.htm>; version current May 2005.

Hunter, William and Heather Sullivan

2000 *Phase I History/Architecture of the CUY-87-4.24(PID 10787) Bridge Replacement over the Regional Transit Authority's Rail Line under the Buckeye Road-Shaker Boulevard-Woodhill Road Intersection*. Ohio Department of Transportation, Office of Environmental Services. Columbus, Ohio. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

Johannesen, Eric

1975 National Register of Historic Places Inventory-Nomination Form for St. Elizabeth's Magyar Roman Catholic Church, Cleveland, Cuyahoga County. Copies available from the Ohio State Historic Preservation Office, Columbus.

1979 *Cleveland Architecture, 1876-1976*. Western Reserve Historical Society, Cleveland.

Karger, Meredith

2007 *Birdtown Historic District*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Keiser, Robert and Donald Petit

1994 *Tremont Historic District*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Kelley, Alfred

1814 Village of Cleveland in 1814. In *Cleveland Cartography: First Maps of Cleveland and the Western Reserve* by William C. Barrow (1999-2003). Internet website: <http://www.csuohio.edu/CUT/Clevmaps.htm>; version current August 10, 2005.

Lackritz, Marc E.

1966 *The Hough Riots of 1966*. The Regional Church Planning Office, Cleveland.

Lake, D.J.

1874 *Atlas of Cuyahoga County, Ohio*. Titus, Simmons, and Titus, Philadelphia.

Lawrence, Michael G. and Eric Johannesen

1981 National Register of Historic Places Inventory-Nomination Form for Wade Park District, Cleveland, Cuyahoga County, Ohio. Copies available from the Ohio State Historic Preservation Office, Columbus.

Ligibel, Ted, Andrew Sager and Evelyn Bray

1996 *Birmingham Historic District*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Ligibel, Ted, Andrew Sager and Evelyn Bray

1996 *East Toledo Historic District*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Ligibel, Ted, Andrew Sager and Evelyn Bray

1996 *Yondota Historic District*. National Register of Historic Places Inventory-Nomination Form. United States Department of the Interior, National Park Service, Washington, D.C. Copies available from the Ohio State Historic Preservation Office, Columbus.

Lenahan, Terry

2004 Fairfax: Prayers, Plays, Patients – and Poverty. Planning & Action January/February 2004. Internet website: http://www.communitysolutions.com/images/upload/resources/Fairfax_SPA.pdf; version current August 5, 2005.

Levy, Donald

1972 A Report on the Location of Ethnic Groups in Greater Cleveland. The Institute of Urban Studies, Cleveland State University. Copies available at Cleveland Public Library, Public Administration Library.

McMillian, Don Daniel.

2008 *Cleveland Spaces of Splendor*. BookSurge Publishing, Huntington, WV.

Mead, Earl

1956 *Doan's Corners As I Remember It in the Nineties*. Map on file at the Main Branch, Cleveland Public Library, Maps Collection, Cleveland, Ohio.

Merchant, Ahaz

1835 Map of Cleveland and Its Environs. In *Cleveland Cartography: First Maps of Cleveland and the Western Reserve* by William C. Barrow (1999-2003). Internet website: <http://www.csuohio.edu/CUT/Clevmaps.htm>; version current August 10, 2005.

Miggins, Edward M. and Mary Morgenthaler

1988 The Ethnic Mosaic: The Settlement of Cleveland by the New Immigrants and Migrants. In *The Birth of Modern Cleveland, 1865-1930*, edited by Thomas F. Campbell and Edward M. Miggins. Western Reserve Historical Society Publication No. 167. Associated University Press, Cranbury, N.J.

Niemiec, Stanley

1996 *A Brief History of Cleveland's Neighborhoods and Famous Locations*. Active Communications, Berea, Ohio.

Ohio Department of Natural Resources (ODNR)

2004 Ohio's Principal Streams and Watersheds map. *A Guide to Ohio Streams*. Electronic document, <http://www.dnr.ohio.gov/streams/map.html>, accessed December 11, 2009.

Ohio Department of Transportation (ODOT)

2004 Office of Systems Planning and Program Management, *Functional Classification Maps*. Electronic document, [http://www.dot.state.oh.us/planning/functional%20class/Functional Class maps1.htm](http://www.dot.state.oh.us/planning/functional%20class/Functional%20Class%20maps1.htm), accessed December 1, 2009.

Orth, Samuel P.

1910 *A History of Cleveland, Ohio*. The S.J. Clarke Publishing Co., Chicago, Illinois and Cleveland, Ohio.

Palko, Thomas and John Sullivan

1975 Historic American Engineering Record for Sidaway Ave. Footbridge, Cleveland, Cuyahoga County, Ohio. Copies available from the Ohio State Historic Preservation Office, Columbus.

Parsons Brinckerhoff and Engineering and Industrial Heritage

2005 *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15*. National Cooperative Highway Research Program, Transportation Research Council, National Research Council, Washington, DC.

Post, Charles Asa

1930 *Doans Corners and the City Four Miles West*. The Caxton Company, Cleveland, Ohio.

Randall, Joan

- 2001 *Addendum to the Phase I History/Architecture of the CUY-87-4.24(PID 10787) Bridge Replacement over the Regional Transit Authority's Rail Line under the Buckeye Road-Shaker Boulevard-Woodhill Road Intersection in the City of Cleveland, Cuyahoga County, Ohio.* Ohio Department of Transportation, Office of Environmental Services. Columbus, Ohio. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

Rasmussen, William T.

- 2005 *Corroborating Evidence II: The Cleveland Torso Murders, the Black Dahlia Murder, The Phantom Killer of Texarkana, The Zodiac Killer.* Sunstone Press, Santa Fe, New Mexico.

Rose, Kenneth P.

- 2005 Business, Retail. In *The Encyclopedia of Cleveland History*; Internet Website: <http://ech.cwru.edu/index.html>; version current July 21, 2005.

Schober & Carqueville (lithographers)

- 1877 *Bird's Eye View of Cleveland Ohio.* Map on file at the Main Branch, Cleveland Public Library, Maps Collection, Cleveland, Ohio.

United States Geological Survey (USGS)

- 1994 *Cleveland East, Ohio.* 7.5 minute topographic quadrangle map. United States Department of the Interior, Washington, D.C. Electronic document, <http://www.natgeomaps.com>, accessed October 15, 2009.
- 1994 *Cleveland North, Ohio.* 7.5 minute topographic quadrangle map. United States Department of the Interior, Washington, D.C. Electronic document, <http://www.natgeomaps.com>, accessed October 15, 2009.
- 1984 *Cleveland South, Ohio.* 7.5 minute topographic quadrangle map. United States Department of the Interior, Washington, D.C. Electronic document, <http://www.natgeomaps.com>, accessed October 15, 2009.
- 1979 *Shaker Heights, Ohio.* 7.5 minute topographic quadrangle map. United States Department of the Interior, Washington, D.C. Electronic document, <http://www.natgeomaps.com>, accessed October 15, 2009.

Upton, Harriet Taylor

- 1910 *History of the Western Reserve.* Lewis Publishing Company, New York. Internet website: <http://homepages.rootsweb.com/~maggieoh/western.html>; version current May 2005.

Vigil, Vicki Blum

- 1999 *Cleveland Cemeteries: Stones, Symbols & Stories.* Gray & Company, Publishers, Cleveland, Ohio.

Walsh, Rita and Adrienne Cowden, Cr. Cinder Miller, and Matthew E. Becher

2000 *Phase I Cultural Resources Investigations of the Greater Cleveland Transit Authority's Proposed Bus Rapid Transit Corridor, Euclid Corridor Improvement Project, Cleveland and East Cleveland, Ohio*. Gray & Pape, Cincinnati, Ohio. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

2000 *Narratives and Additional Information for the Euclid Corridor Improvement Project, Cuyahoga County, Ohio*. Gray & Pape, Cincinnati, Ohio. On file at the Ohio Historic Preservation Office, Columbus, Ohio

Walsh, Rita and Harrison Stamm Gowdy

2001 *Addendum Report Phase I Cultural Resources Investigations of the Greater Cleveland Transit Authority's Proposed Bus Rapid Transit Corridor, Cleveland and East Cleveland, Cuyahoga County, Ohio*. Gray & Pape, Cincinnati, Ohio. On file at the Ohio Historic Preservation Office, Columbus, Ohio.

Weiner, Ronald R. and Carol A. Beal

1988 *The Sixth City: Cleveland in Three Stages of Urbanization*. In *The Birth of Modern Cleveland, 1865-1930*, edited by Thomas F. Campbell and Edward M. Miggins. Western Reserve Historical Society Publication No. 167. Associated University Press, Cranbury, New Jersey.

Whitworth Bros.

1898 *Map of the City of Cleveland*. Map on file at the Main Branch, Cleveland Public Library, Maps Collection, Cleveland, Ohio.

Wye, Christopher G.

1973 *Midwest Ghetto: Patterns of Negro Life and Thought in Cleveland, Ohio, 1929-1945*. PhD. Diss., Kent State University, Kent, Ohio.

Yamamoto, Akiyo

1998 The formation of the Hungarian Ethnicity in the United States: The Movement to Erect the Statue of Kossuth Lajos in Cleveland. Slavic Research Center. Electronic document. <http://src-h.slav.hokudai.ac.jp/publicn/45/yamamoto/yamamoto-e.html>, accessed December 16, 2009.

FIGURES



Figure 1: Map of the State of Ohio, showing the Project Area in relation to drainage areas and county boundaries (ODNR 2004).

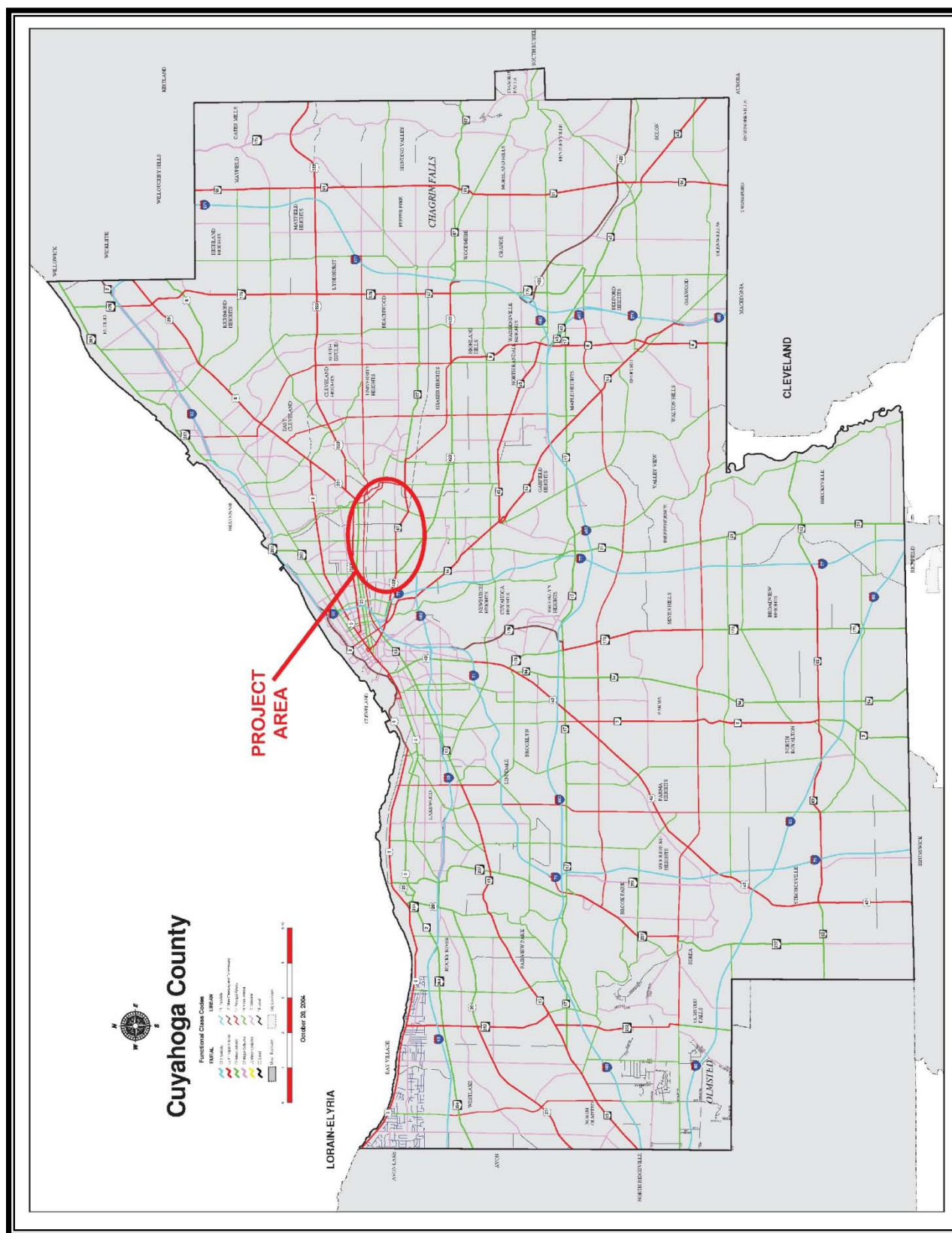


Figure 2: Map of Cuyahoga County, Ohio, showing the Project Area (ODOT 2004).

Figure 3: Location of the Study Area in Cuyahoga County, Ohio, from the USGS 1994 Cleveland East, 1994 Cleveland North, 1984 Cleveland South, and 1979 Shaker Heights, Ohio quadrangle maps.

TO BE INSERTED HERE

Figure 4: Environmental Study Area.

TO BE INSERTED HERE

Figure 5: Area of Potential Effect

TO BE INSERTED HERE

Insert Figure 6A

**Figure 6A: Literature Review Area and Previously Identified History/Architectural Resources
(Source: OHPO Online Mapping 2009).**

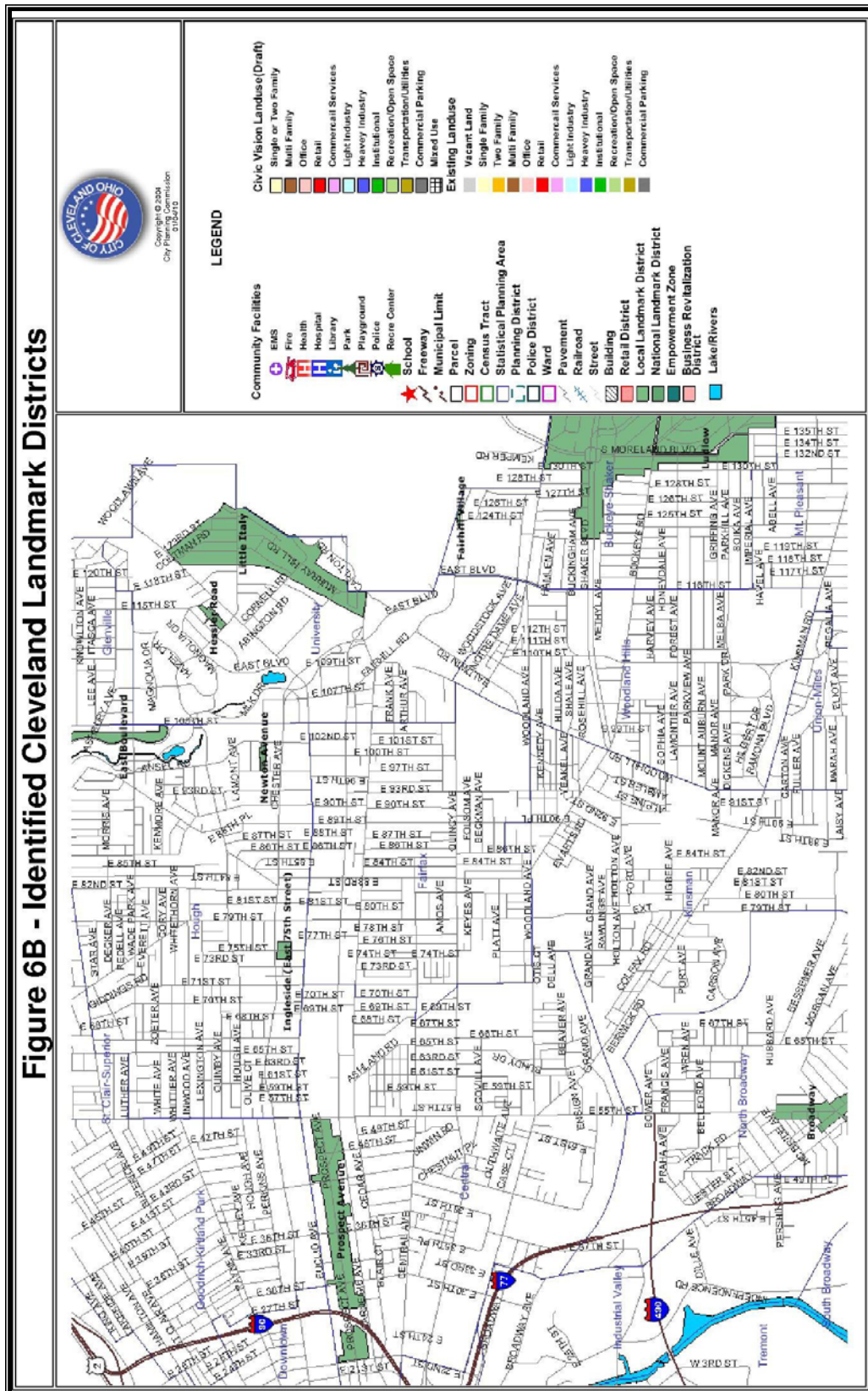


Figure 6B: Identified Cleveland Landmark Historic Districts (Source: City of Cleveland GIS Online Mapping 2009).

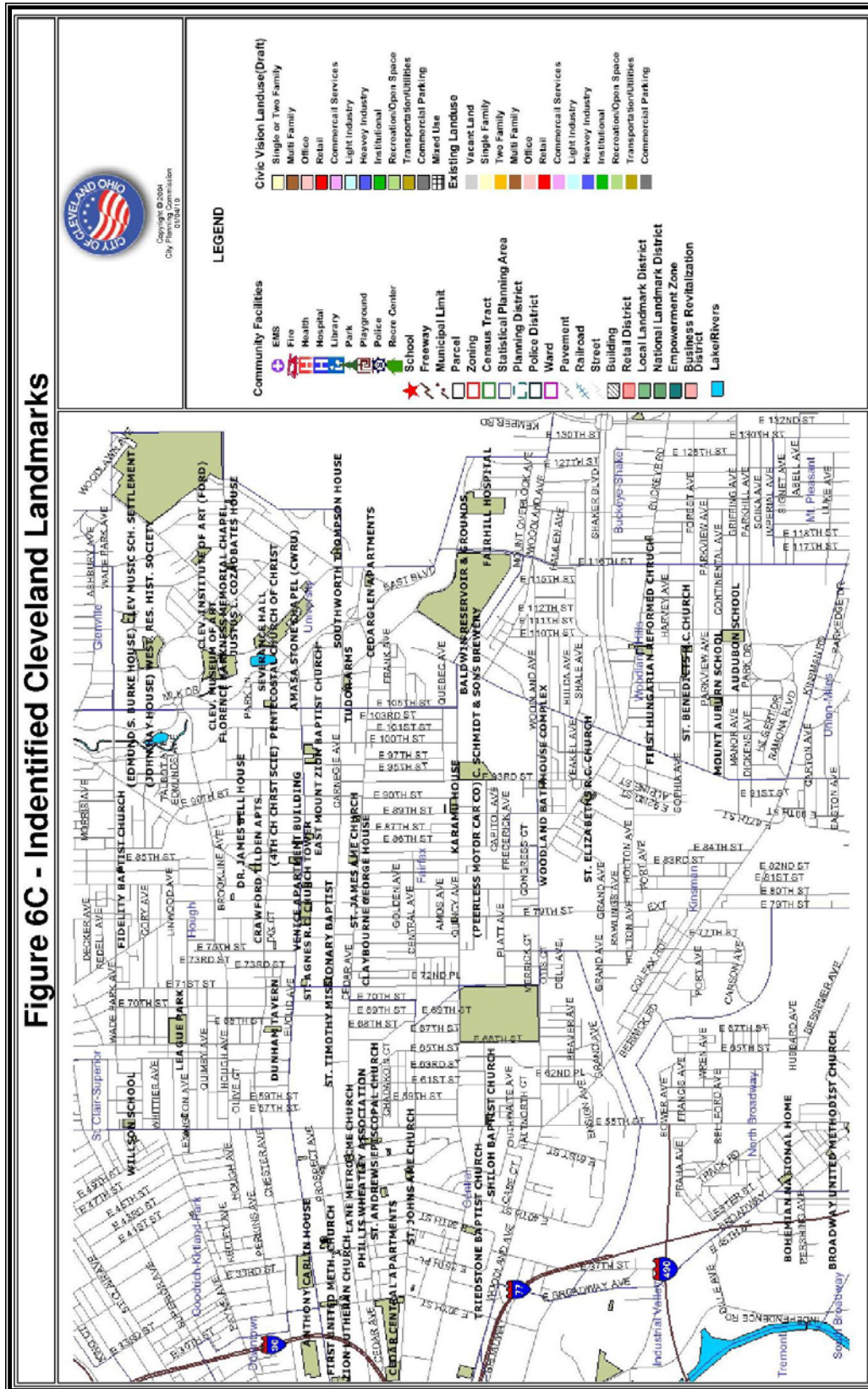


Figure 6C: Identified Cleveland Landmarks (Source: City of Cleveland GIS Online Mapping 2009).

Figures 7A-C: Surveyed History/Architectural Resources

TO BE INSERTED HERE

Figure 7b
TO BE INSERTED HERE

Figure 7c
TO BE INSERTED HERE

Figures 8A-T: Photo Key

TO BE INSERTED HERE

Figure 8b
TO BE INSERTED HERE

Figure 8c
TO BE INSERTED HERE

Figure 8d
TO BE INSERTED HERE

Figure 8e
TO BE INSERTED HERE

Figure 8f
TO BE INSERTED HERE

Figure 8g
TO BE INSERTED HERE

Figure 8h
TO BE INSERTED HERE

Figure 8i
TO BE INSERTED HERE

Figure 8j
TO BE INSERTED HERE

Figure 8k
TO BE INSERTED HERE

Figure 8I
TO BE INSERTED HERE

Figure 8m
TO BE INSERTED HERE

Figure 8n
TO BE INSERTED HERE

Figure 8o
TO BE INSERTED HERE

Figure 8p
TO BE INSERTED HERE

Figure 8q
TO BE INSERTED HERE

Figure 8r
TO BE INSERTED HERE

Figure 8s
TO BE INSERTED HERE

Figure 8t
TO BE INSERTED HERE

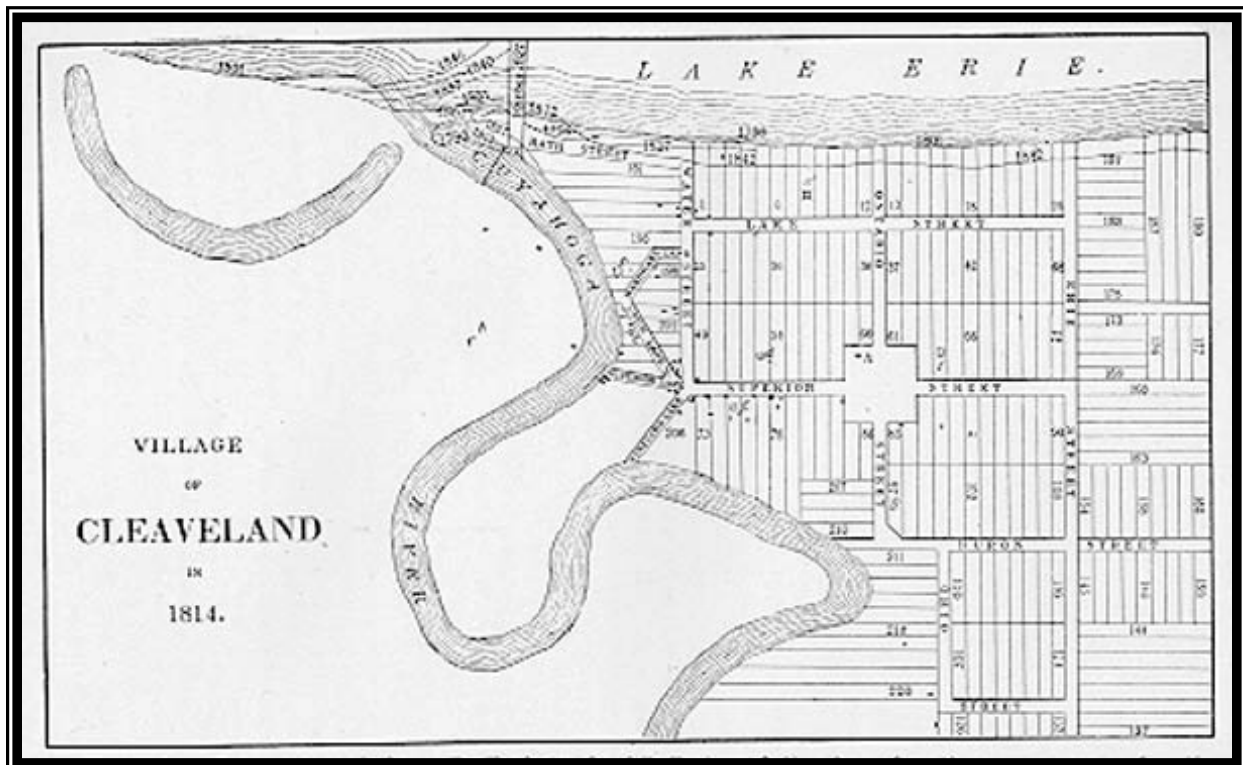


Figure 9: 1814 Map of the Village of Cleveland (Kelley 1814). Note that Cleveland is still very much concentrated toward the river and lake at this point in its developmental history.

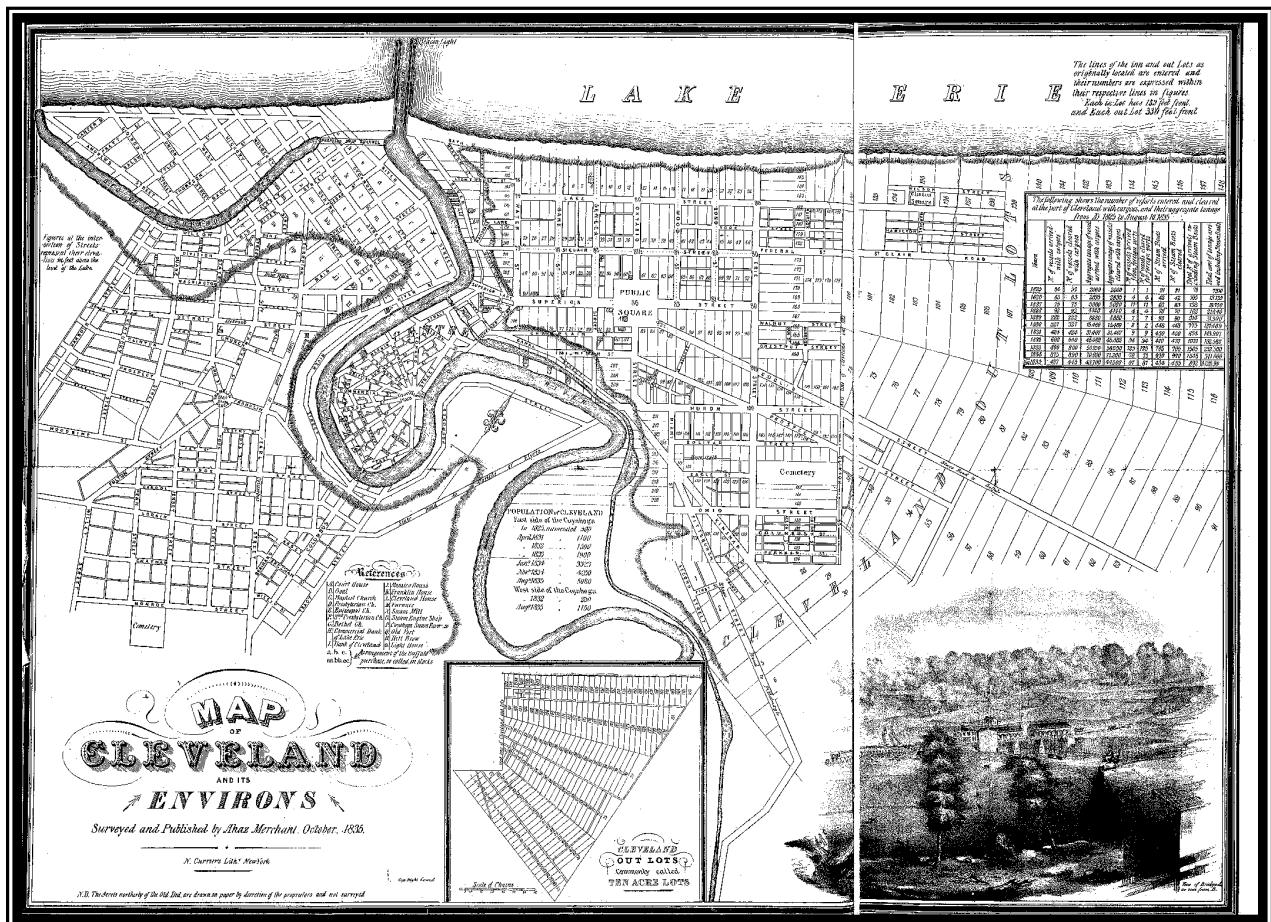


Figure 10: Merchant's 1835 Map of Cleveland.



Figure 11: 1877 Bird's-eye View of Cleveland (Schober & Carqueville 1877). Map on file at the Main Branch, Cleveland Public Library, Maps Collection.

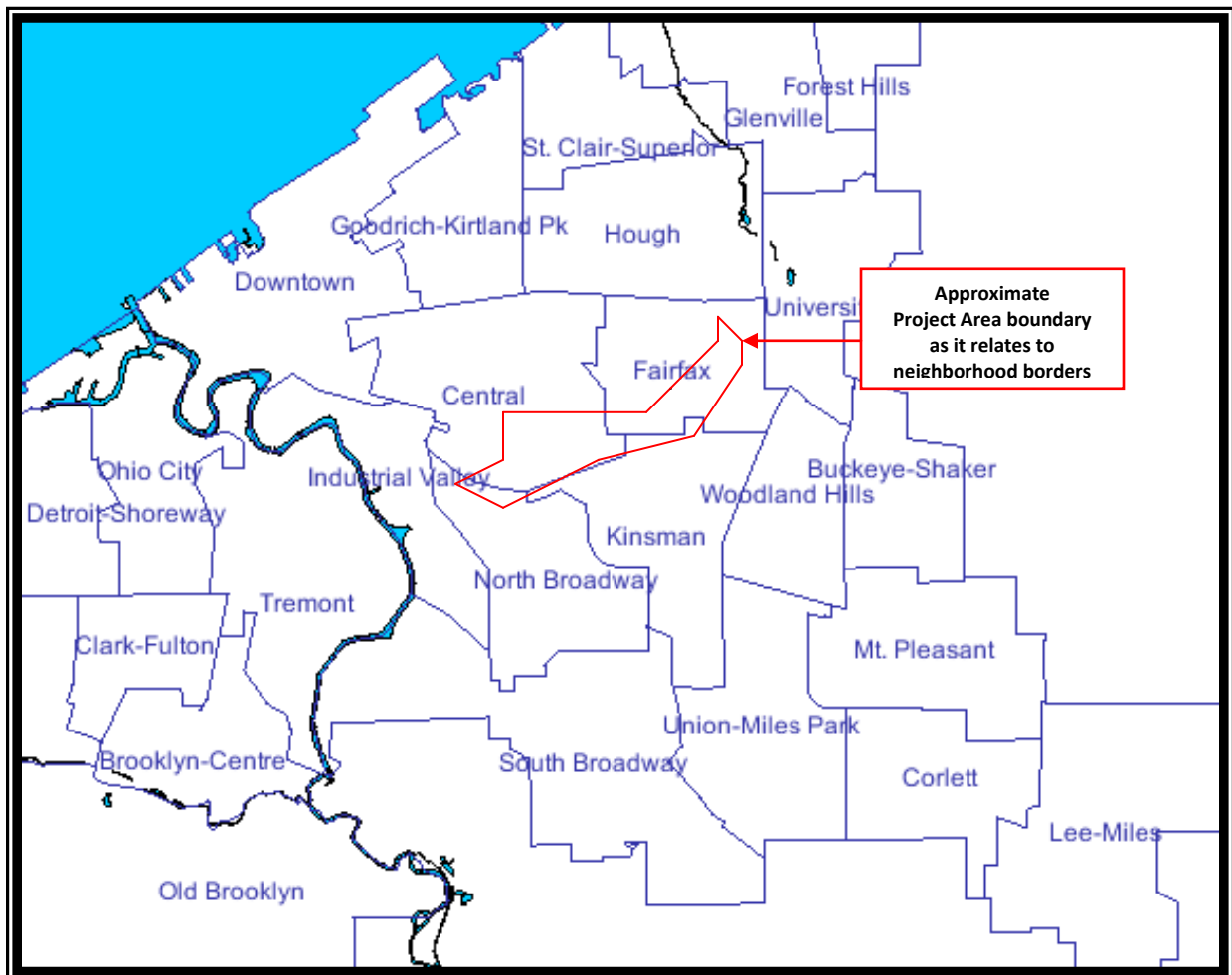


Figure 12: Portion of 2009 City of Cleveland GIS map showing the distribution of Cleveland's neighborhoods. The proposed Project Area is approximated in red.

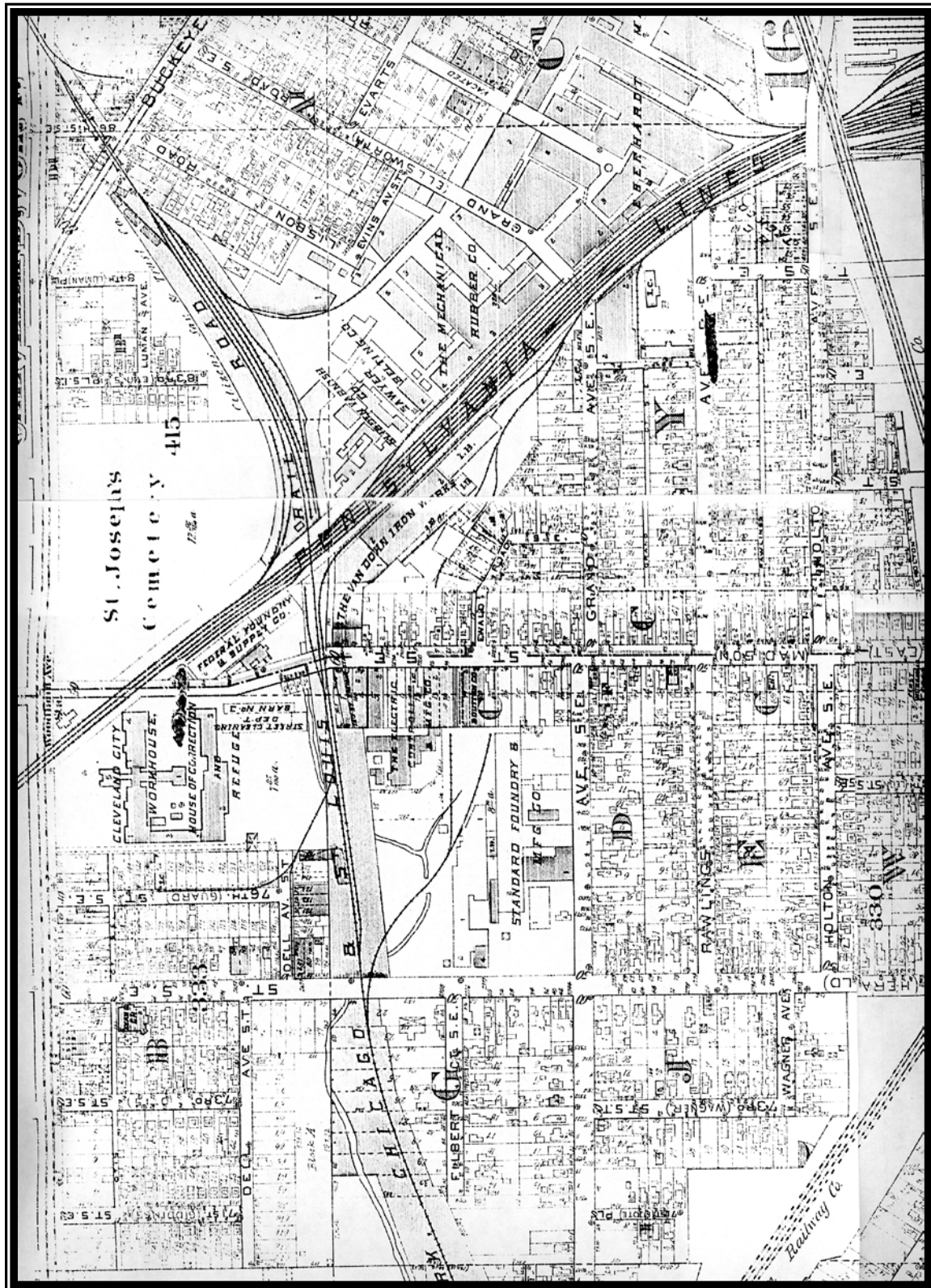


Figure 13: Portion of 1912 Hopkins Plat map showing a portion of the Kinsman neighborhood. Note the location of several key features including St. Joseph's Cemetery, the Cleveland Workhouse, various industries, as well as residential.

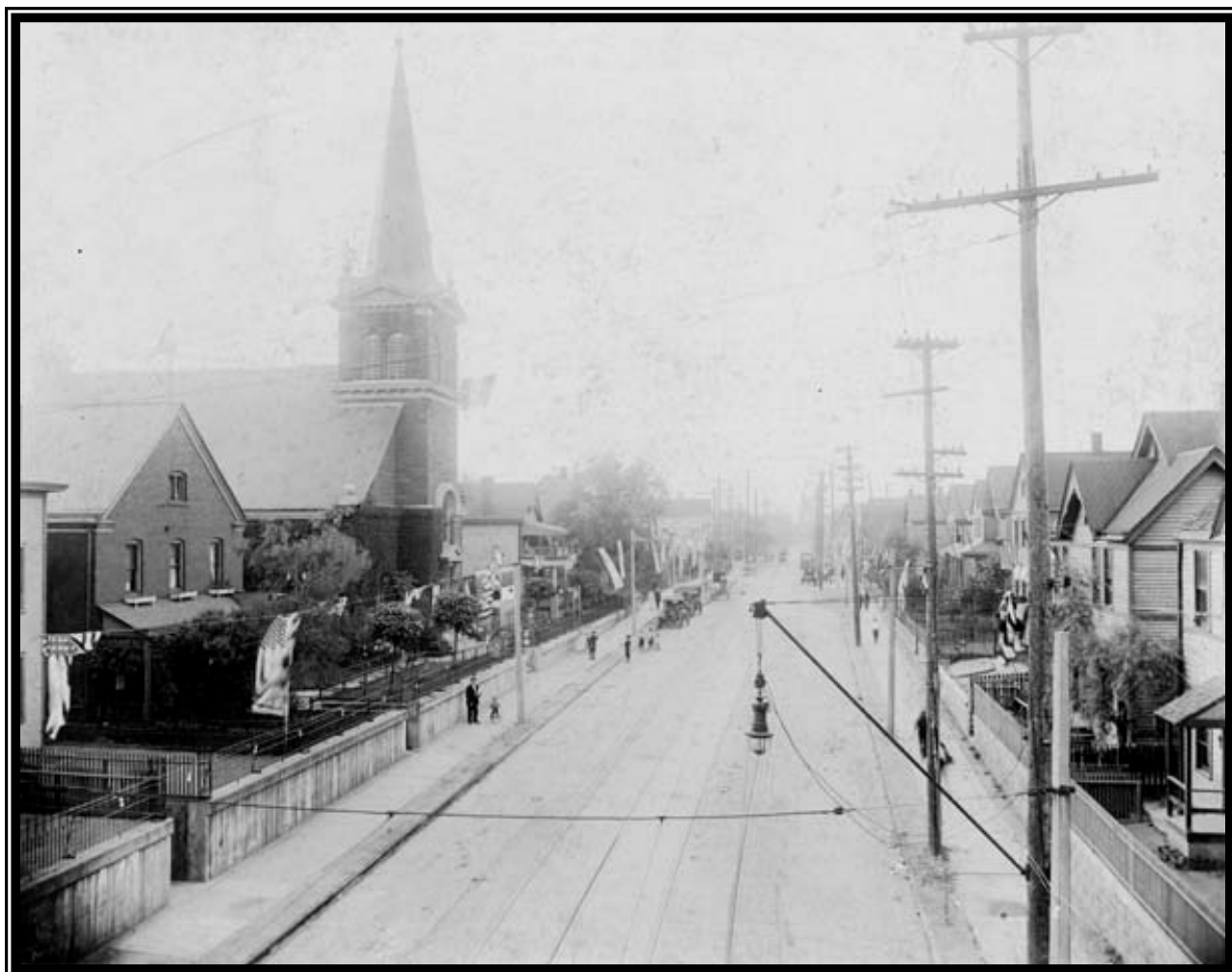


Figure 14: Ca. 1916 photograph showing a portion of “Little Hungary” in the vicinity of Buckeye Rd. (from Cleveland State University Library 2005).



Figure 15: Ca. 1880s view of the northwestern façade of the Cleveland Workhouse facing southeast from Woodland Ave. (from CWRU/WRHS 2005d).

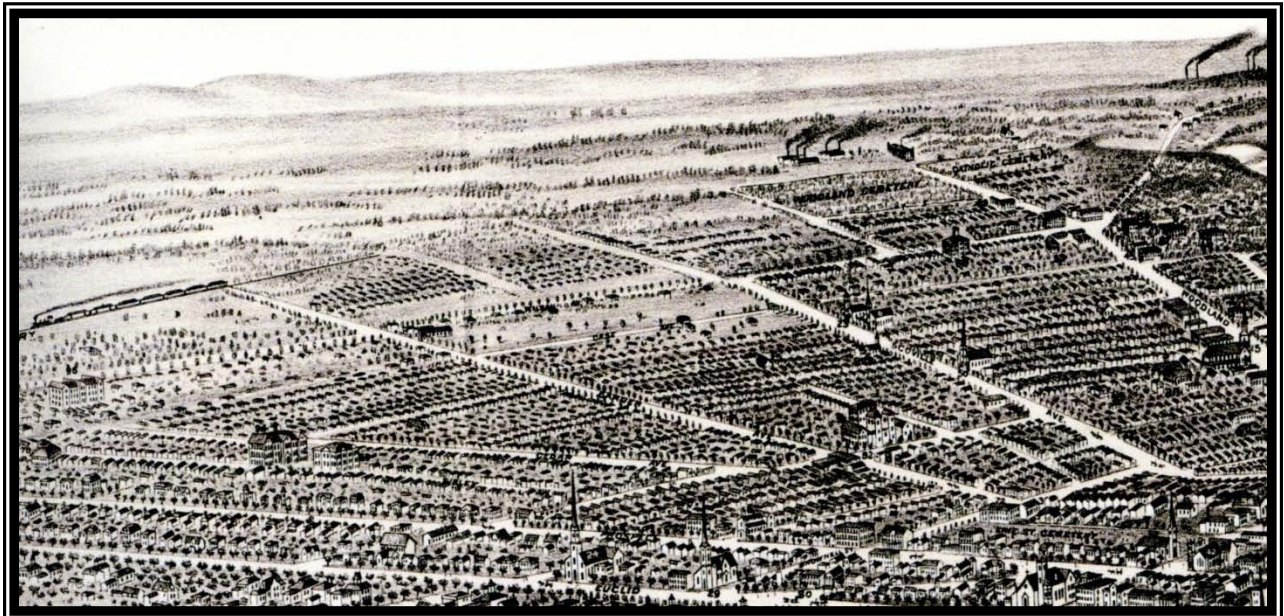


Figure 16: Close-up of a portion of the 1877 Bird's Eye View of Cleveland, Ohio showing the relatively rural landscape that still characterized Cleveland's fringes in the 1870s as well as locations of prominent cultural features within and near the proposed Project Area.



Figure 17: Ca. 1952 view of the intersection of Woodland Ave., E. 55th St., and Kinsman Rd. showing the Reserve Building (demolished). This area served as the heart of a predominantly African American business district during the early to mid-twentieth century (Cleveland State University Library 2005).



Figure 18: Resource CUY-09127, Building A, former brass foundry building. Photo courtesy of the Historic American Engineering Record (HAER-OH-11D-8).

Figure 19: Ca. 1930 map drawn by Charles Asa Post from memory showing the Doan's Corners area in ca. 1857 (from Post 1930).

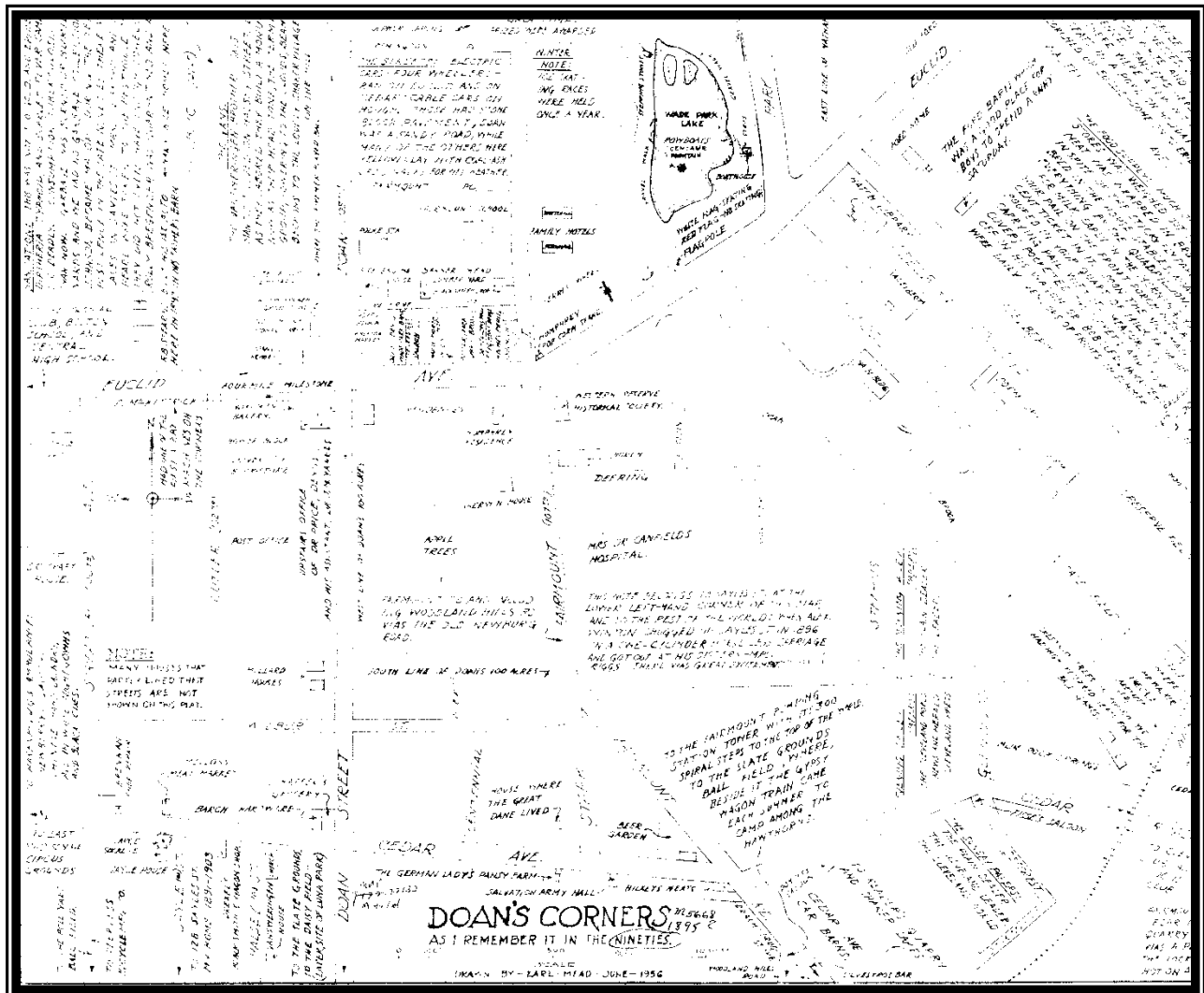


Figure 20: Portion of ca. 1956 map drawn by Earl Mead from memory showing the Doan's Corners area in the ca. 1890s.



Figure 21: Ca. 1908 view of the corner of Euclid Ave. and E. 105th St. showing growing commercial district (Cleveland State University Library 2005).



Figure 22: Ca. 1920s view of the corner of E. 105th St. and Euclid (Cleveland State University Library 2005).



Figure 23: Portion of ca. 1898 map of the City of Cleveland showing the course of the “Nickel Plate Road” and Cleveland and Pittsburgh Railroad (later the Pennsylvania) through the eastern portion of the city (Whitworth Bros. 1898).



**Figure 24: Ca. 1930 photograph of the Nickel Plate Road facing east from E. 55th St.
(Cleveland State University Library 2005).**

APPENDIX A

Photographs

APPENDIX B
Previously Recorded Ohio Historic Inventory Forms

APPENDIX C
Ohio Bridge Inventory Information Sheets

APPENDIX D
National Register of Historic Places Nomination Forms

APPENDIX E
Cleveland Landmark Files

APPENDIX F
OHPO Previous Review and Compliance Coordination

APPENDIX G

HAER Records

APPENDIX H
Ohio Historic Inventory Forms